

Mariposa Town Planning

Area

Specific Plan

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**MARIPOSA TOWN PLANNING AREA**

**SPECIFIC PLAN**

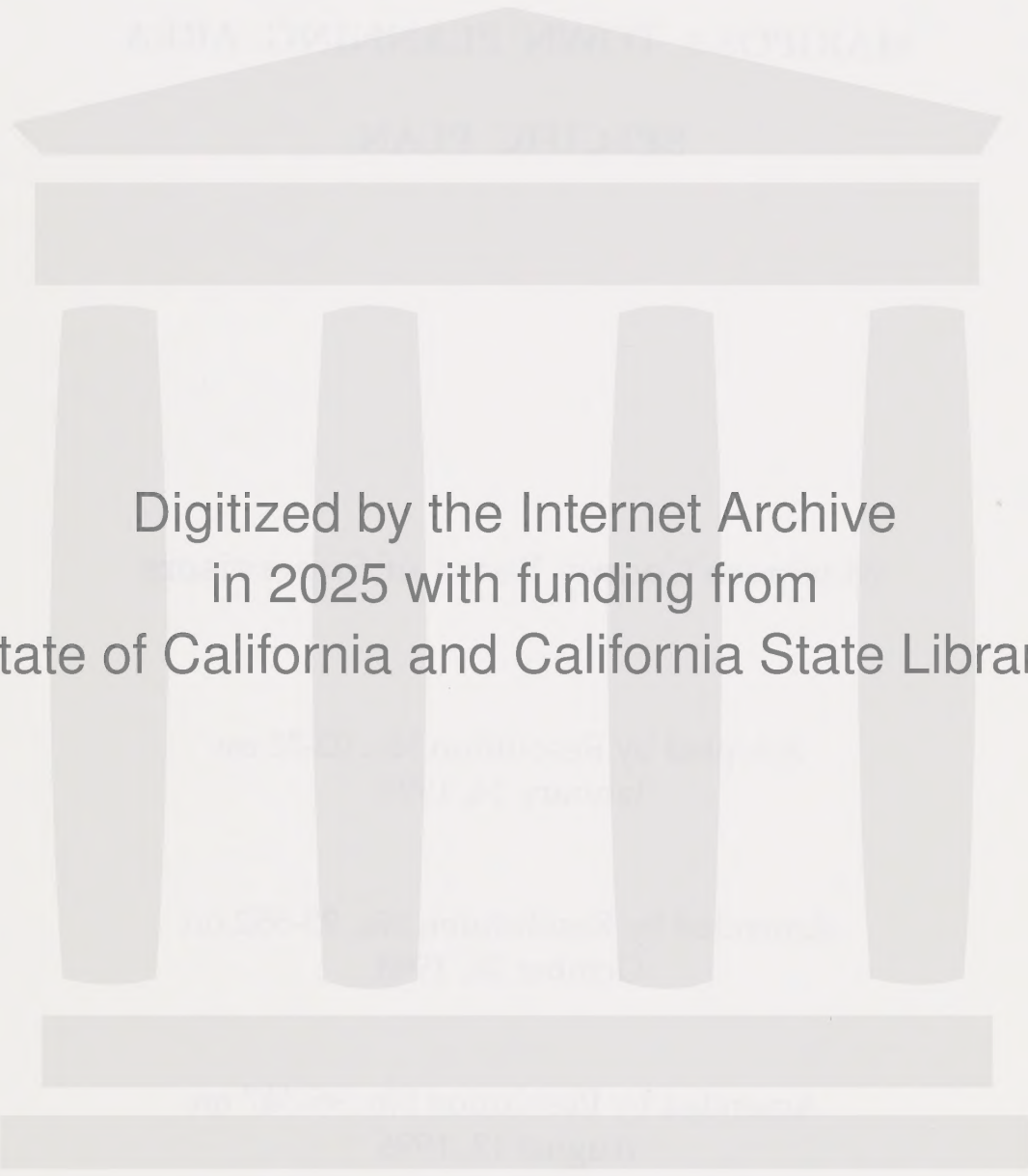
**Mariposa County Board of Supervisors**

Adopted by Resolution No. 92-38 on  
January 14, 1992

Amended by Resolutuion No. 93-552 on  
October 26, 1993

Amended by Resolution No. 96-347 on  
August 13, 1996

Amended by Resolution No. 97-5 on  
February 7, 1997



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## Executive Summary





## INTRODUCTION

### Background

The project consists of an update to the specific plan for the Mariposa Town Planning Area. A specific plan is defined by C.G.C. Section 65450 and must contain maps and texts which specify all of the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The initial specific plan for the community was adopted in 1981 and this project represents the first comprehensive update of the plan.

The Mariposa Town Planning Area encompasses the historic community of Mariposa. This unincorporated community is the historic and present center of commerce and government within Mariposa County. The town planning area, as defined by the Mariposa County General Plan, comprises approximately 1900 acres and encompasses a narrow valley created by Mariposa Creek. The Town Planning Area is located within the Rancho Las Mariposas Grant boundary in projected Section 9, 10, 11, 14, 15, 16, 22, 23, 24, 25, 26, and 36, Township 5S, Range 18E, M.D.B. & M. State Highways 49 and 140 intersect within the community and become the main street within the historic business district. The current population of the community is approximately 1565.

### Proposed Plan

The Specific Plan Update focuses on the following issues:

1. Fine tuning of the land use and zoning map to address projected residential, commercial, industrial and institutional growth over the next 20 years.





2. Development of a detailed circulation plan to address growth and associated increases in traffic. This plan addresses road improvements, new roads, pedestrian walkways and parking improvements.
3. Development of a detailed public facilities program in response to projected growth addressing water source and distribution, sewage collection, parks and open space, County facilities, etc.
4. Expansion of the community development and design standards for new development within the town planning area to address historical preservation, tourist promotion and overall community enhancement.
5. Expansion of the community development and design standards for new development within the town planning area to address identified environmental constraints.
6. Modification to the town planning area boundaries to follow legally definable lines and associated general plan amendment and rezoning of those areas removed from the TPA. A detailed list of the affected properties is contained in Appendix B.

#### Plan Format

The specific plan is formatted in 4 major sections and the E.I.R. is published as a separate document. The contents of the major sections of the specific plan are described as follows:

1. Community Profile- This section provides a comprehensive description of the community including natural features, development and infrastructure, and socio-economic information.
2. Plan Goals, Objectives and Policies- This section provides the background and purpose for all of the regulatory and public improvement programs contained in the plan.
3. Land Use Development Standards and Regulations- This section contains land use standards and development policies that are intended for adoption by ordinance. This section includes all regulatory standards applicable to development within the community.
4. Public Improvement Programs- This section contains a comprehensive discussion of public infrastructure and facilities necessary within the T.P.A.. This section provides the basis for the development of capital improvement plans by the County, M.P.U.D. and other applicable agencies for the construction of public improvements and facilities within the T.P.A..

5. E.I.R.- The E.I.R. is a separate document providing the environmental analysis for growth and development planned within the T.P.A.. The E.I.R. provides specific mitigation measures that must be addressed and implemented through the plan adoption process. In some cases, recommended mitigation measures have not been incorporated into the draft specific plan.



# 1. Community Profile and Description of Environmental Setting





## SECTION 1.1 INTRODUCTION

The Mariposa Town Planning Area (TPA) encompasses the small, rural town of Mariposa and is located in a narrow valley within the western foothills of the central Sierra Nevada (Exhibits 1 and 2). The existence of the town of Mariposa is intrinsically connected with the historic and cultural phenomena known as the California Gold Rush, and the geography and characteristics of Mariposa reflect this period of California history. The town is located at the southern terminus of the rich gold-bearing quartz vein known as the Mother Lode in the Sierra Nevada, and because of the rich placer diggings along Mariposa Creek and the nearby quartz veins of the Mother Lode, the town was established and platted along Mariposa Creek in 1851. The town gained importance as a mining center in the Southern Mother Lode Region and established itself as the County seat and the trading center for the region. The government and trading functions of Mariposa enabled the community to survive the decline of gold mining in which many gold mining towns disappeared.

The town and main streets are oriented northwest-southeast along the surrounding ridges, Mariposa Creek, and the State Highways. The town streets are layed out in a grid pattern running along both sides of Highway 140 between Highway 49 South and Highway 49 North (Exhibit 3). Many of the historic buildings of Mariposa still exist and contribute significantly to its recognition as an historic Mother Lode town. The downtown area consists of a two-block area of historic buildings and is easily recognizable as the historic center of Mariposa. Other amenities of Mariposa that contribute to its uniqueness include Mariposa Creek and the surrounding ridges. The creek flows along the entire length of the TPA and provides valuable open space for the town while the surrounding ridges offer town views of ridgelines and relatively undisturbed hillsides. The historic characteristics and other amenities of the town make Mariposa a unique community which is only replicated in a few towns in the Mother Lode Region.

The TPA has a present population of approximately 1,565 with a total area of approximately 1,900 acres. Located centrally within Mariposa County, Mariposa is the County seat of government and serves as the retail service and trade center for the populous eastern portion of the County. State Highways 49 and 140 intersect and travel through the TPA, and the State Highways connect Mariposa with Merced, Oakhurst, the northern portion of the County, and Yosemite National Park. Mariposa is the last town along the main entrance route into Yosemite Valley, and more than 1,000,000 tourists travel annually through Mariposa on their way to Yosemite National Park. Consequently, Mariposa is also a tourist service center for a significant number of tourists.

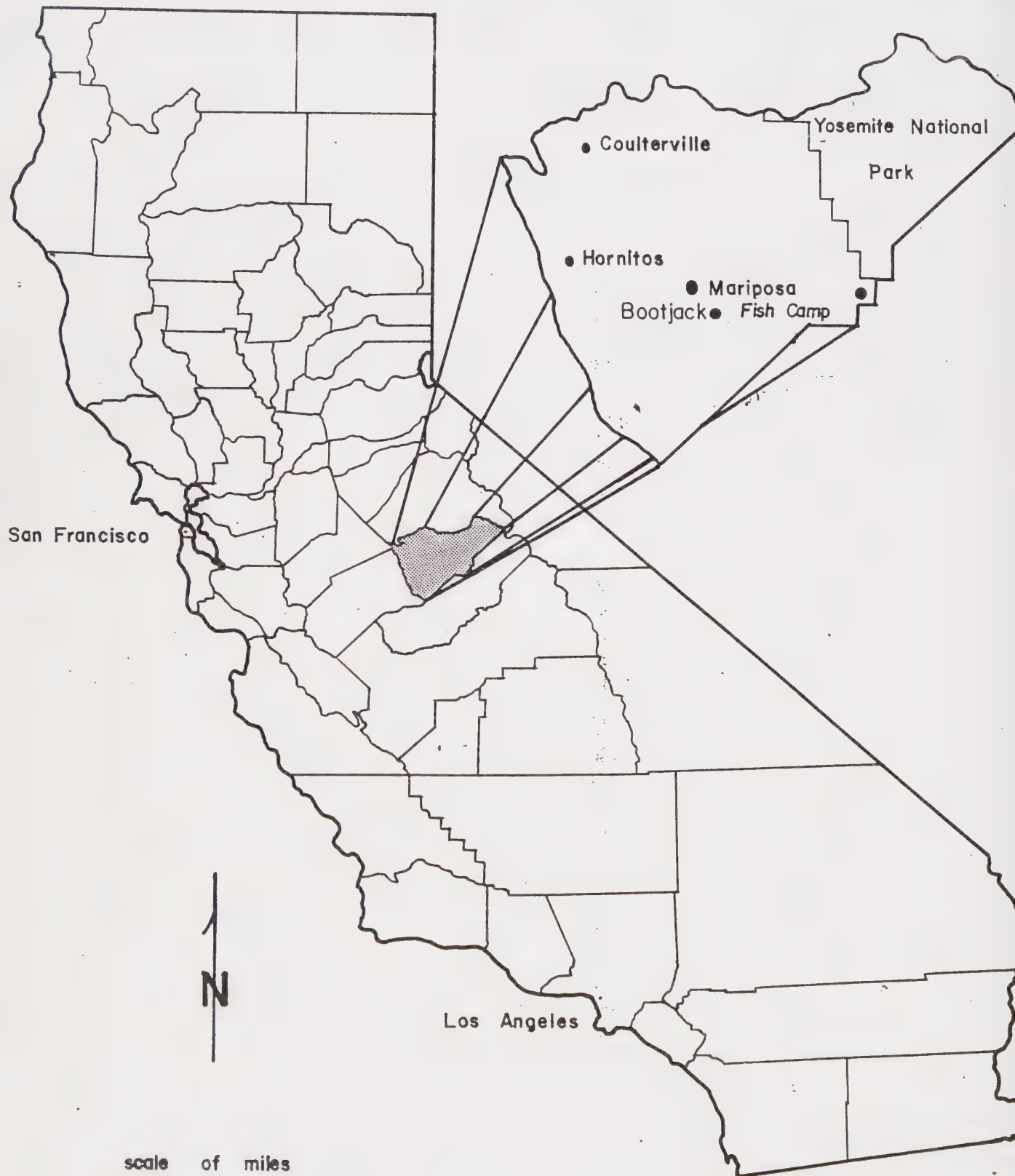
The historic downtown area is still a viable commercial area of retail stores, restaurants, and offices. Other major commercial centers in Mariposa include the Coakley Circle area located in the north central part of town between the State Highway and Mariposa



Creek and the northern intersection of State Highways 140 and 49. The area around the Courthouse is slowly evolving into a professional office area and government center. There are a number of heavy commercial uses located in the southern portion of the TPA near the County Fairgrounds. Major residential areas include the Smith Road/Mueller Tract area in the northern part of the town and along Jones and Bullion Streets north of the Courthouse.

From a regional perspective, Mariposa has significant influence on the entire County in regards to governmental services, but its economic influence is generally restricted to the eastern and central portions of the County. The type and amount of commercial and industrial services available in Mariposa are limited due to the small customer base of the town and the County in general. Regional commercial, trade, and industrial services are not available in Mariposa, and residents and businesses of Mariposa must utilize the Central Valley for these services. In general, the town of Mariposa provides governmental services for the entire County and local economic services to the central and eastern portions of the County, but is within the Central Valley sphere for regional economics.

# LOCATION OF MARIPOSA COUNTY



scale of miles  
0 20 40 60 80

EXHIBIT I



TUOLUMNE COUNTY

YOSEMITE

NATIONAL

PARK

MADERA COUNTY

MERCED COUNTY

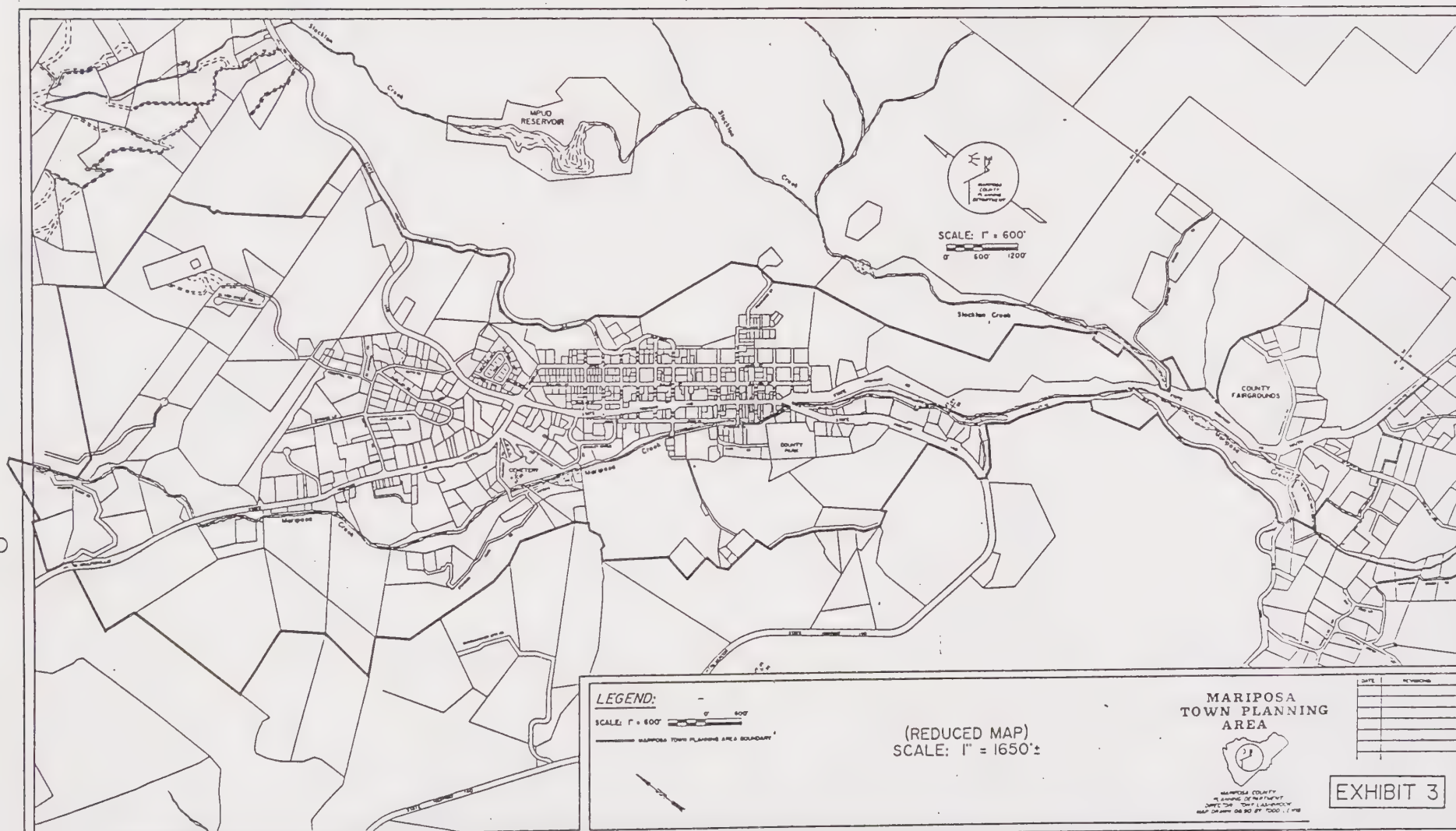
**MARIPOSA COUNTY**

COUNTY LOCATION MAP

EXHIBIT 2



DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
FILE NUMBER: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_



## SECTION 1.2 NATURAL FEATURES

### 1.21 Geology and Topography

Mariposa is located in the western foothills of the central Sierra Nevada which is one of the major mountain ranges of North America. The mountain range is relatively long and narrow stretching from Oregon to the southern Central Valley in a northwest-southeast trending direction. The Sierra Nevada is a granitic batholith which was formed by the uplifting of metamorphic and igneous rocks through the earth's crust approximately 65 to 150 million years ago.

The Town Planning Area is mostly underlain with metamorphic rocks, but granitic igneous rocks become dominant in the Mormon Bar area (see Exhibit 4). The ridge to the west of town is composed of metasedimentary and metamorphosed ultramafic rocks (e.g. Slate, Serpentine), while the eastern ridge is composed of older metamorphosed ultramafic rocks. Between the ridges within the narrow valley are metavolcanic rocks which consist of metamorphosed volcanic rocks and lava flows. In the southern part of the TPA near the County Fairgrounds and Mormon Bar, granitic igneous rocks commonly described as "Sierra Granite" supplant the metamorphic rocks with granitic surface outcrops occurring in several places.

The Melones Fault Zone which begins several hundred miles north of Mariposa runs along the western edge of the TPA and terminates at the southern end of the TPA (see Exhibit 4). Physical traces of the fault consisting of small benches can be seen on the western hillsides of town. It is believed the fault extends beyond the TPA underneath the granitic igneous rocks which become dominant in this area. There has been no recent geologic movement along the Melones Fault Zone, and the Fault Zone is rated as low to moderate in seismicity. The Foothill Fault System (also known as the Mother Lode Fault System) which includes the Melones Fault Zone was recently thought to be an inactive fault system. However, a strong earthquake (5.7 on the Richter Scale) along the fault system near Oroville occurred in 1975, and the fault system to the Tuolumne-Mariposa County line is now considered an active fault system. No recent studies or determinations have been made on the activity of the Foothill Fault System or Melones Fault Zone within Mariposa County.

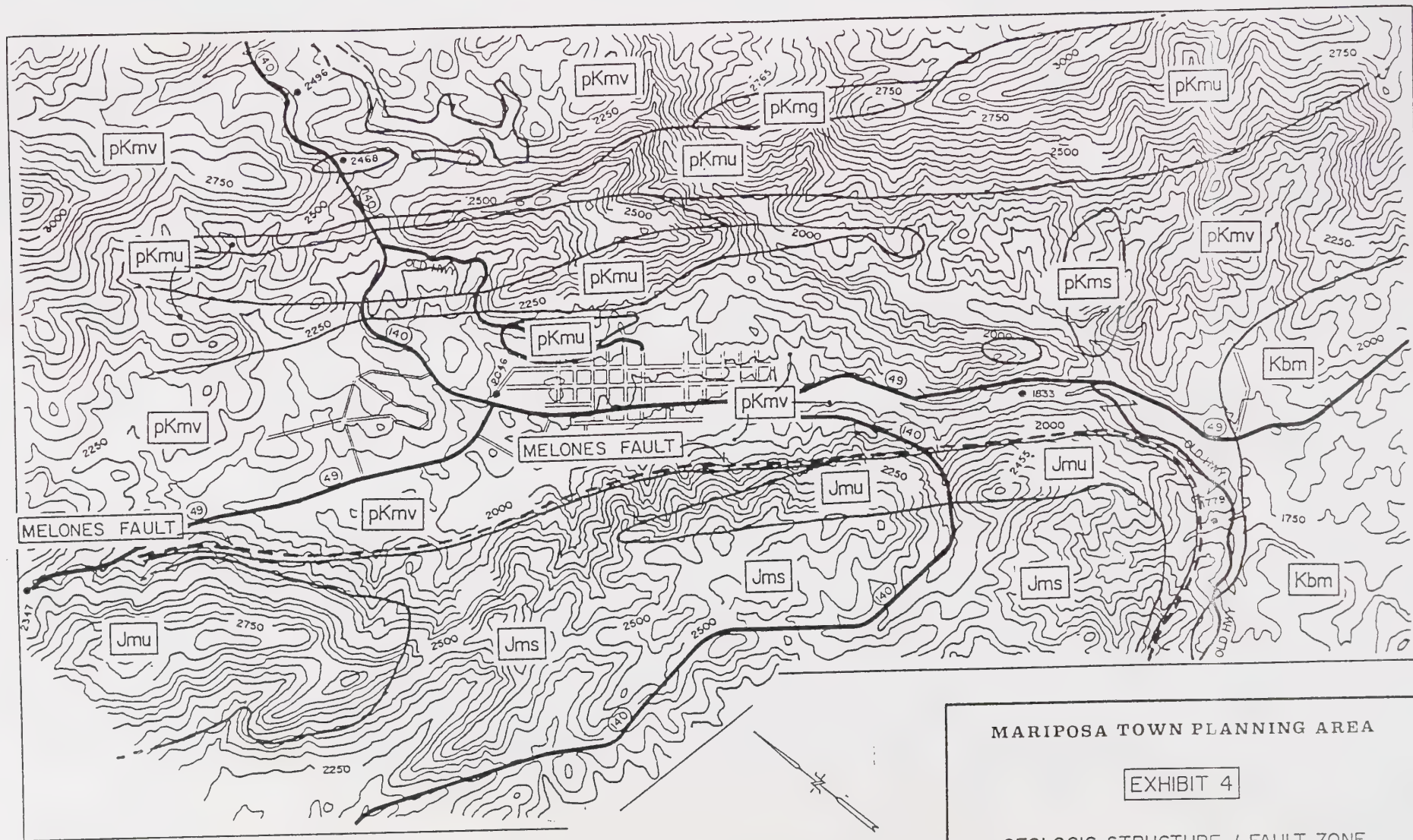
Although the Melones Fault Zone is rated as low to moderate in seismicity, the Mariposa County General Plan has designated the TPA as an area with a "High Risk of Seismic Hazard". Areas with this designation are identified as areas of weak rock subject to failure, and Mariposa has been designated as high risk because of the steep slopes of the surrounding ridges and the layered formation of the underlying metamorphic rocks. Potential hazards associated with this designation and these conditions include rock failure, slope failure, and landslide hazards. The potential seismicity of the Melones Fault Zone was not a primary criteria in



TABLE 1  
GEOLOGIC MAP UNITS

|      |   |
|------|---|
| Jms  | Metasedimentary Rocks West of Melones Fault. Metamorphosed sedimentary rocks. Exemplary rocks--slate, phyllite, mica schist, hornfels, quartzite. Geologic age--Late Jurassic Period.   |
| Jmu  | Metamorphosed Ultramafic Rocks West of Melones Fault. Serpentinite. Geologic age--Jurassic Period.  |
| Kbm  | Blue Canyon Tonalite. Plutonic rock consisting of medium-grained, light-colored granite. Geologic age--Cretaceous Period.   |
| pKmg | Metagabbro. Coarse-grained rocks consisting of hornblende and plagioclase. Geologic age--Uncertain; probably Jurassic Period.   |
| pKms | Metasedimentary Rocks East of Melones Fault. Metamorphosed sedimentary rocks. Exemplary rocks--slate, phyllite, mica schist, hornfels, quartzite. Geologic age--Uncertain; at least as old as Jurassic Period, part of all may be Paleozoic Period. |
| pKmu | Metamorphosed Ultramafic Rocks East of Melones Fault. Serpentinite, commonly associated with vein quartz. Geologic age--Uncertain.  |
| pKmv | Metavolcanic Rocks East of Melones Fault. Metamorphosed basalt and andesite in lava forms. Exemplary rocks--schist, hornfels. Geologic age--Jurassic Period.  |

Source: Konrad B. Krauskopf. Geologic Map of the Mariposa Quadrangle, Mariposa and Madera Counties, California. United States Department of the Interior, US Geological Survey, 1985.



SCALE: 3" = 1 MILE ±

# MARIPOSA TOWN PLANNING AREA

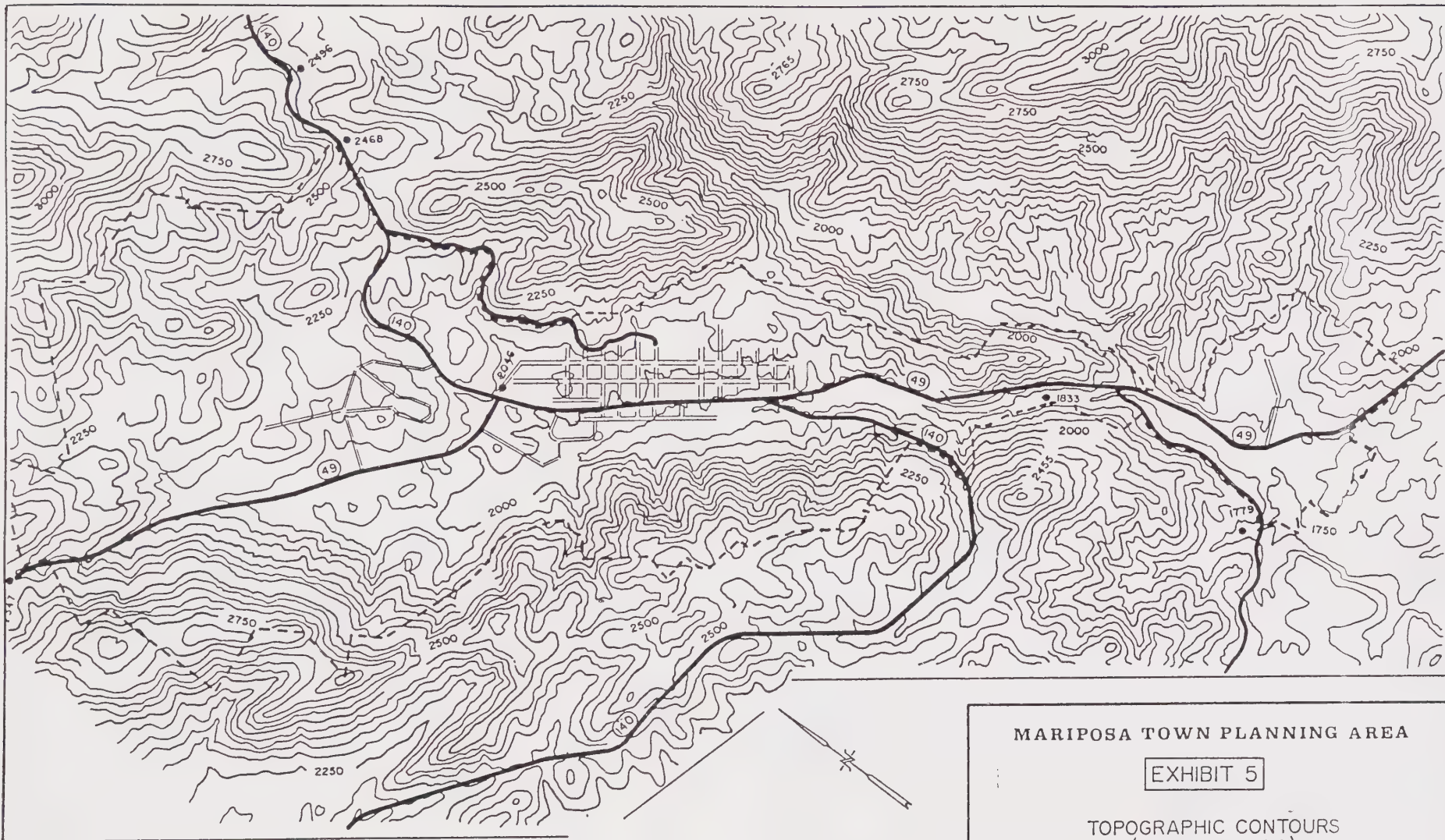
## EXHIBIT 4

### GEOLOGIC STRUCTURE / FAULT ZONE

SOURCE: U.S. GEOLOGICAL SURVEY  
CONTOUR INTERVAL: 50 FEET

REFER TO TABLE FOR GEOLOGIC INFORMATION





SCALE: 3" = 1 MILE

MARIPOSA TOWN PLANNING AREA

EXHIBIT 5

TOPOGRAPHIC CONTOURS  
(50' INTERVALS)

SOURCE: U.S. GEOLOGICAL SURVEY

--- TOWN PLANNING AREA



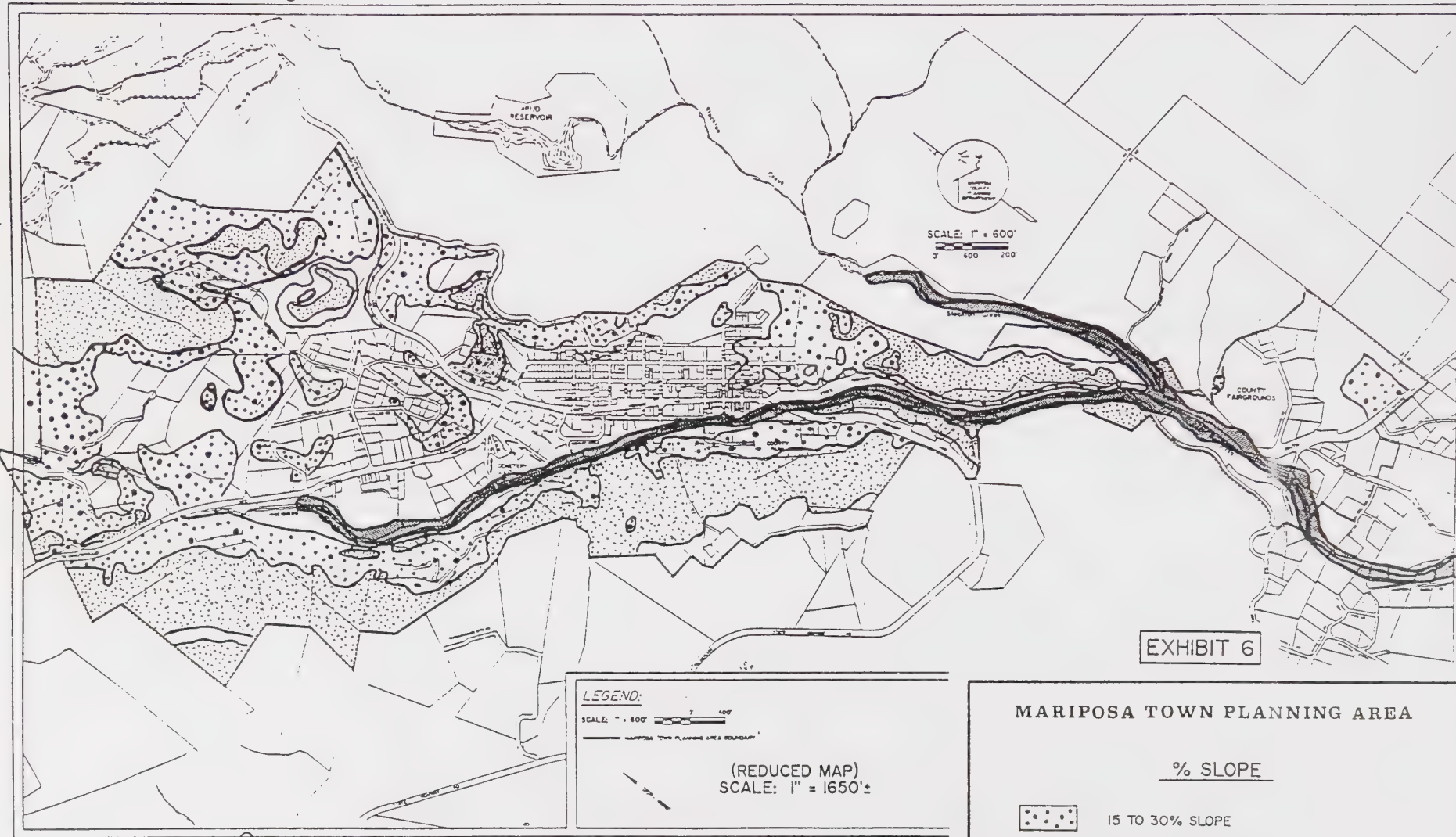





EXHIBIT 6

LEGEND:  
SCALE: " = 600'  
--- MARIPOSA TOWN PLANNING AREA BOUNDARY  
  
(REDUCED MAP)  
SCALE: 1" = 1650'±

MARIPOSA TOWN PLANNING AREA

% SLOPE

-  15 TO 30% SLOPE
-  30% SLOPE AND ABOVE
-  MARIPOSA / STOCKTON CREEK FLOOD PLAIN

the identification and designation of Mariposa as a high risk area in the General Plan.

The Sierra Nevada has numerous gold-bearing quartz veins, and the 1849 Gold Rush miners christened these quartz veins as "The Mother Lode" or "La Veta Madre". The gold and other metals-bearing quartz veins were formed by the cooling of mineralized solutions within joints and fractures of the granitic magma which formed the Sierra Nevada and are generally found in areas of faulting and fracturing within the range. The gold in these solutions solidified in various shapes and sizes ranging from nuggets to chemically attached particles. Some of the gold has been eroded from the quartz veins and has been transported and deposited in the many streams of the Sierra Nevada including Mariposa Creek. The Mother Lode ends in the southern part of the TPA coinciding with the Melones Fault Zone. Consequently, the gold-bearing quartz veins of the Mother Lode are evident in the TPA. There have been several gold mines in the TPA with the most important being the Mariposa Mine located east of Second Street.

The town of Mariposa is laid out in a valley formed by narrow ridges which converge inwards from northwest to southeast. The ridges are approximately 700 feet above the townsite and generally travel in a northwest-southeast direction. However, the ridges enter the northern part of the TPA from the northwest and north before converging together, and the northern part of the TPA has an extended, relatively low-lying area with several hills. As the ridges go further south, the ridges converge with the valley becoming narrower until the ridges converge together immediately southeast of the First Street alignment. For approximately one-half mile, the ridges abut each other with only Mariposa Creek and a narrow flood plain separating the ridges. However, the ridges abruptly change direction and diverge near the Fairgrounds area which results in moderate terrain in this southern portion of the TPA. The Mariposa valley has been somewhat modified by stream erosion processes from Mariposa Creek.

The TPA generally slopes to the southeast and toward Mariposa Creek. The average elevation of the TPA in the northern part is 2,100 feet with the average elevation in the southern part being 1,800 feet. The ridges surrounding the TPA reach a height between 2,600 and 2,700 feet. The terrain of the town is moderate to steep with limited areas of natural gentle slopes. Moderate terrain (slopes less than 30%) is generally found in the Smith Road/Hospital Road area, on the northeast side of Mariposa Creek, and in the Fairgrounds area. Steep terrain (slopes 30% or greater) is generally found north of Hospital Road, on the southwest side of Mariposa Creek along the western ridge, and along the upper reaches of the eastern ridge. Between First Street and the Fairgrounds, steep terrain abuts Mariposa Creek and State Highway 49.



## 1.22 Climate and Hydrology

Like most of California, Mariposa County has a Mediterranean type climate with pronounced summer and winter seasons. The TPA has an annual average temperature of 59° with an average maximum of 73° and an average minimum of 45°. In July the maximum average temperature is approximately 93° with the maximum falling to 52° in January. Most of the precipitation is rainfall though snow falls several times during the winter. The average precipitation in the TPA is 29 1/2" with approximately 85%-90% of the precipitation falling between November and April (Barrett 1, Page 2-4). In general, the climate of the TPA is characterized by hot and very dry summers and cool and wet winters.

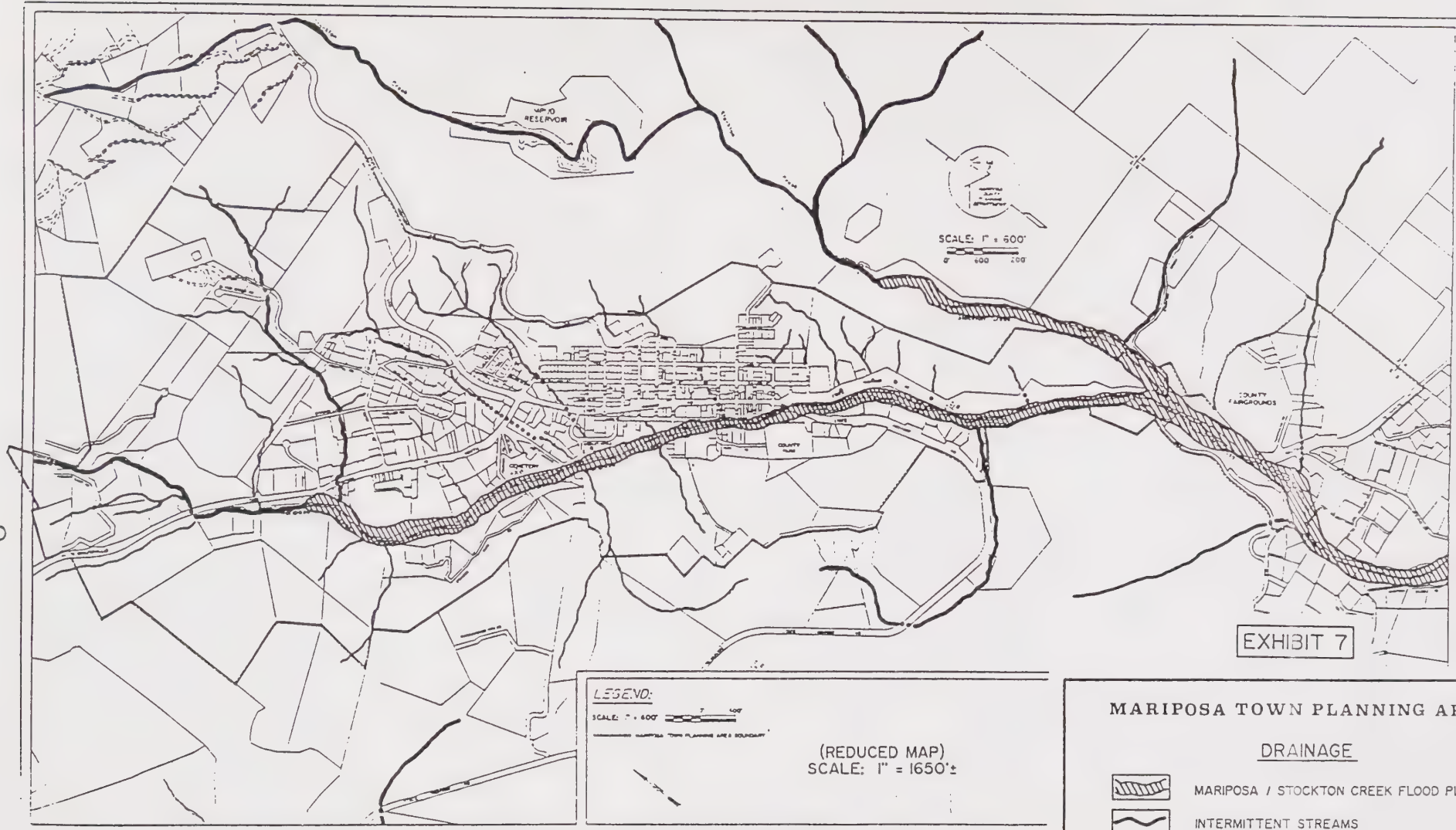
The controlling hydrological feature of the Mariposa TPA is Mariposa Creek which flows through the middle of the TPA between the town ridges. The creek begins approximately three (3) miles northeast of the TPA, and the town ridges form the watershed for the headwaters of the creek. A number of tributary streams flow into Mariposa Creek below the town, including Stockton Creek which flows into Mariposa Creek within the TPA. Although Mariposa Creek only drains a small area north of the TPA, the watershed for the entire creek downstream from the TPA is relatively large providing drainage for a narrow portion of land in Mariposa County and Merced County between the Chowchilla River, Merced River, and Bear Creek watersheds. Eventually, Mariposa Creek flows directly into the San Joaquin River.

Due to the limited watershed north of town, Mariposa Creek is an intermittent and seasonal stream along the northern half of its route in the TPA. However, there is substantial spring activity within the TPA, and near the downtown area, the creek becomes a perennial stream. In addition to Stockton Creek, there are two other intermittent and seasonal streams located in the TPA which flow into Mariposa Creek from the east. There are also several minor drainage courses in the TPA that provide drainage for the hillsides of the town and discharge into Mariposa Creek. Exhibit 7 shows the locations of Mariposa Creek and the other intermittent streams and drainage courses of the TPA.

## 1.23 Soils





According to the Mariposa County Soil Survey, there are five types of soil series--Auburn Series, Blasingame Series, Boomer Series, Henneke Series, and Riverwash and Tailings--within the Town Planning Area. The Auburn Series are well drained soils with moderate permeability, and the soils are underlain at a depth of eight (8) to 20 inches by basic igneous rock. The Auburn Series soils are found in the northern and southern portions of the TPA. The Blasingame Series soils are found throughout the TPA and are excessively drained soils underlain at a depth of 24 to 40 inches by basic sedimentary and metamorphic rocks. Found mostly in the southern portion of the TPA near the confluence of Mariposa Creek





# MARIPOSA TOWN PLANNING AREA

## DRAINAGE

-  MARIPOSA / STOCKTON CREEK FLOOD PLAIN
-  INTERMITTENT STREAMS
-  OTHER MINOR DRAINAGES
-  DRAINAGE CULVERTS

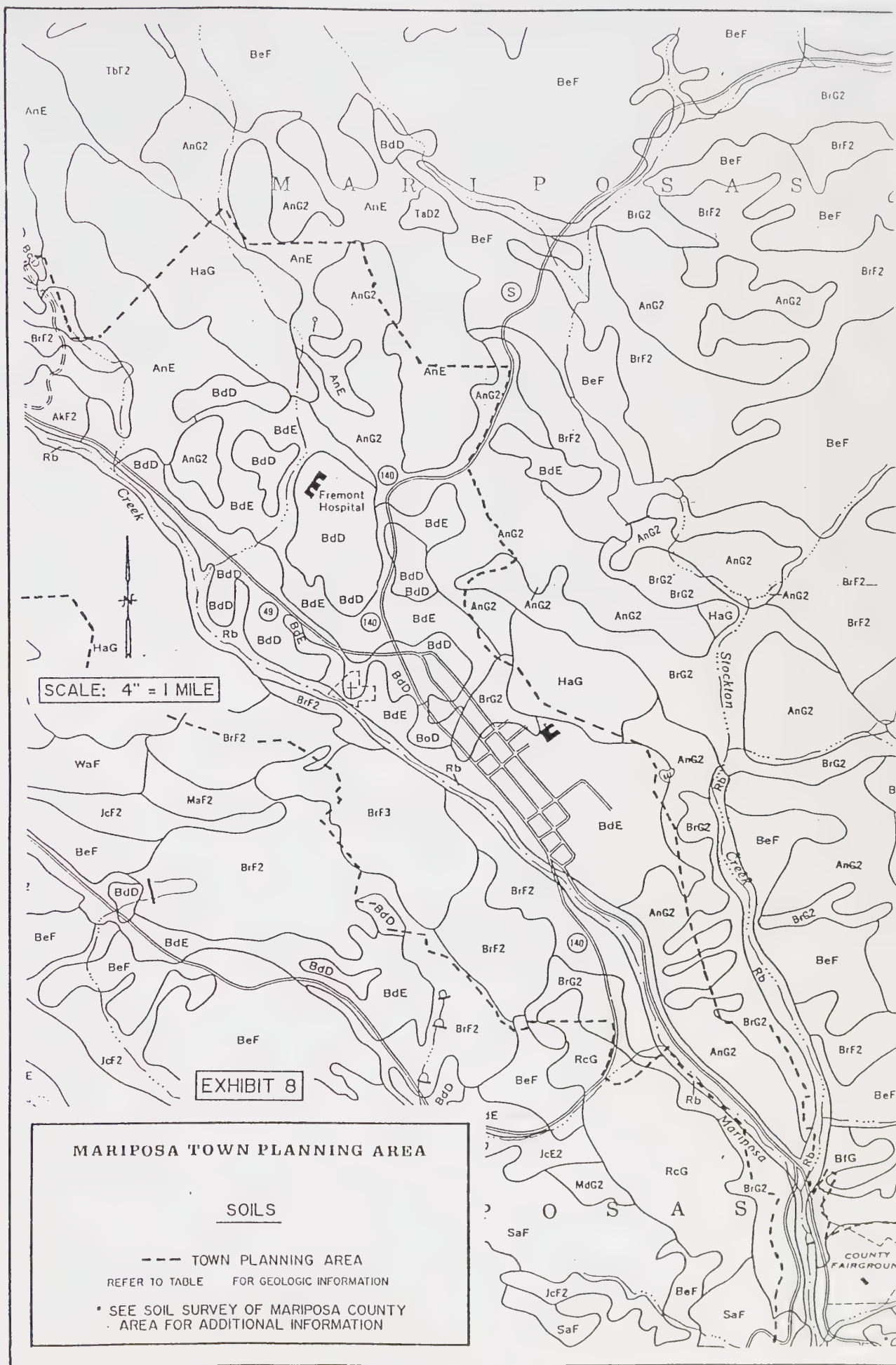


TABLE 2

## SOIL TYPES IN MARIPOSA TPA

|                            | Map Symbol | *Slopes* | * Runoff   | * * Erosion Hazard | * Soil Class | * Other Comments *                  |
|----------------------------|------------|----------|--|--------------------|--------------|-------------------------------------|
| Auburn Series              |            |          |  |                    |              |                                     |
| A. Stony Loam              | AkF2       | 30%-50%  | Rapid  | High               | VII          | Stones cover 1%-3% surface area(sa) |
| A. Very Rocky Loam         | AnE        | 15%-30%  | Medium to Rapid                                    | Moderate to High   | VI           | Rock outcrops 10%-25% sa            |
| A. Very Rocky Loam         | AnG2       | 30%-75%  | Rapid  | High to Very High  | VII          | Rock outcrops 10%-25% sa            |
| Blasingame Series          |            |          |  |                    |              |                                     |
| B. Loam                    | BdD        | 2%-15%   | Slow to Medium                                     | Moderate           | III          |                                     |
| B. Loam                    | BdE        | 15%-30%  | Medium to Rapid                                    | Moderate to High   | IV           |                                     |
| B. Rocky Loam              | BeF        | 15%-50%  | Medium to Rapid                                    | Moderate to High   | VI           | Rock outcrops 2%-10% sa             |
| B. Extrmly Rocky Loam      | BfG        | 50%-75%  | Very Rapid   | Very High          | VII          | Stones/rock outcrops 10%-50% sa     |
| Boomer Series              |            |          |  |                    |              |                                     |
| B. Loam                    | BoD        | 2%-15%   | Slow to Medium                                     | Slight to Moderate | III          | Soil contains 5%-15%                |
| B. Cobbly Loam             | BrG2       | 15%-50%  | Rapid to Very Rapid                                | Very High          | VII          | Cobbles/stones/gravel 15%-30% sa    |
| B. Cobbly Loam             | BrF2       | 50%-75%  | Medium to Rapid                                    | Moderate to High   | VI           | Soil contains 15%-30%               |
| B. Cobbly Loam             | BrF3       | 30%-50%  | Rapid  | High               | VII          | Stones/cobbles 15%-30% sa           |
| Henneke Series             |            |          |  |                    |              |                                     |
| H. Extrmly Rocky Clay Loam | HaG        | 15%-75%  | Rapid to Very Rapid                                | High to Very High  | VII          | Rock outcrops 25%-50% sa            |
| Riverwash and Tailings     | Rb         |          | Gravelly, cobbly, stony mixed alluvium adjacent to |                    | VIII         | stream and gully channels           |



and Stockton Creek and near the Fairgrounds, the Boomer Series soils are well drained and are underlain at a depth of 40 to more than 60 inches by basic and meta basic igneous rock. The Henneke Series are soils found on the sides of the ridges flanking the TPA and are excessively drained with slow permeability. They are underlain at a depth of 10 to 20 inches by serpentine bedrock. Lastly, Riverwash and Tailings are gravely, cobbly, and stony mixed alluvium found adjacent to the Mariposa Creek and Stockton Creek stream channels. The location of these soil series with their specific soil types and soil characteristics are contained in Exhibit 8 and Table 2. In general, soils in the TPA are on moderate to steep slopes and have medium to very rapid runoff and moderate to very high erosion hazard. These soil characteristics result in significant soil erosion and surface runoff during wet periods.

#### 1.24 Vegetation and Wildlife

The TPA is located within the Foothill or Digger Pine Chaparral Belt (Storer, p. 27). This plant belt and habitat consists of Pine-Oak Woodlands and brushlands or chaparral. Representative vegetation of this habitat and the TPA are listed in Table 3.

TABLE 3

#### NATIVE VEGETATION IN THE MARIPOSA TPA

##### Trees

Ponderosa or Yellow pine (Pinus ponderosa)

Digger or Bull pine (Pinus sabiniana)

Interior live oak (Quercus wislizenii)

Blue oak (Quercus douglasii)

Western redbud (Cercis occidentalis)

Fremont cottonwood (Populus fremontii) [Found along stream beds]

California sycamore (Platanus racemosa) [Found along stream beds]

California buckeye (Aesculus californica)

##### Shrubs

Manzanita (Arctostaphylos sp.)

Poison oak (Rhus diversiloba)

Toyon (Heteromeles arbutifolia)

Deer brush (Ceanothus integerrimus)

Yerba santa (Eriodictyon californicum)

Gooseberry (Ribes sp.)

Mountain mahogany (Cercocarpus betuloides)

Chamise (Adenostoma fasciculatum)

There is also a narrow band of riparian vegetation along Mariposa and Stockton Creeks. In addition to Fremont cottonwoods and California sycamore, vegetation found along Mariposa Creek include White alder (Alnus rhombifolia) and Willow (Salix sp.).

The vegetative landscape of Mariposa has been greatly modified by man since 1850 and has slowly evolved into its present form. Modification of the landscape has been accomplished by the removal of prevalent species of trees and the introduction of non-native species into the TPA. In the mid-19th century the TPA was covered with dense areas of oak woodlands and pine-oak woodlands on the north-facing slopes and along Mariposa Creek. However, the Ponderosa pines in the pine-oak woodlands were quickly logged to provide construction materials for the rapidly growing town of Mariposa. In addition, Digger pines and oaks were removed for firewood for residences and steamboilers and also to create building areas. Consequently, the once prevalent Ponderosa and Digger pines have become less dominant in the vegetative landscape of Mariposa, and today, Mariposa vegetation is dominated by oak trees and chaparral with a limited number of Ponderosa pines and a reduced number of Digger pines. One notable exception to this is a dense stand of Ponderosa pines on the west side of Highway 140 entering the town from the south.

Gold miners and subsequent settlers who migrated to Mariposa from various parts of the United States and the world introduced non-native tree species to the area. Usually, the gold miners and settlers planted tree species that were dominant in their native land which could survive in the new climatic and soil habitat found in Mariposa. An excellent example of this is the tree-of-heaven brought to and planted throughout the Mother Lode region by Chinese settlers. The tree has become prevalent throughout the Mother Lode region and has adapted to the Sierra Nevada foothill environment. Consequently, many botanists believe this tree has become "naturalized" in the Sierra Nevada. Also, tree species from higher elevations such as the Giant sequoia and Incense cedar have been planted within the TPA and individual specimens have survived. Most of the introduced tree species have been planted in the established commercial and residential areas of Mariposa. Table 4 lists several non-native tree species which have been introduced into Mariposa and presently exist.

TABLE 4

INTRODUCED TREE SPECIES IN THE MARIPOSA TPA

Tree-of-heaven (Ailanthus altissima)  
Western catalpa (Catalpa speciosa)  
White mulberry (Morus alba)  
Black locust (Robinia pseudoacacia)  
Giant sequoia (Sequoiadendron giganteum)  
Incense cedar (Calocedrus decurrens)  
Deodar cedar (Cedrus deodora)



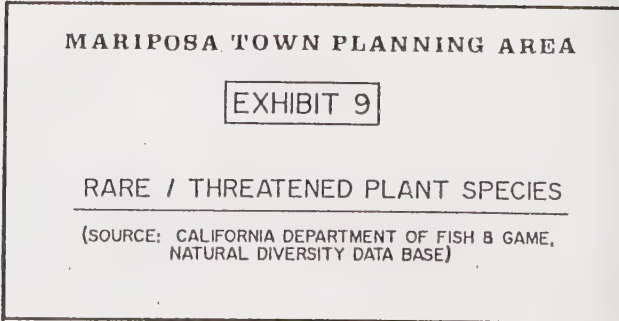
In general, the type of vegetation in the various areas of the TPA can be described as follows:

- \*Downtown area/residential areas along Bullion Street and Jones Street--Mixture of Blue oaks and Interior live oaks and introduced tree species including White mulberry, Black locust, and Tree-of-heaven. A Giant sequoia is located adjacent to the Trabucco Warehouse in the downtown area and is listed in the Mariposa County Historic Resources Inventory.
- \*Smith Road area/North of Hospital--Moderately dense oak woodland including Blue oaks and Interior live oaks with Digger pines and shrubs in undeveloped areas.
- \*Fairground area--Mixture of Blue oaks, Interior live oaks, and Digger pines with some introduced landscape species within the Fairgrounds and surrounding residential and commercial/industrial developments.
- \*Western Ridge--Moderately dense pine-oak woodland with Ponderosa pines, Digger pines, and Interior live oak. The only dense stand of Ponderosa pines in the TPA are found along this ridge adjacent to State Highway 140 entering the town from the south. These Ponderosa pines are one of the critical elements which create the character of Mariposa as a mountain community and contribute to the aesthetic quality of this heavily travelled tourist route. They also provide a visual barrier of the town as one enters Mariposa along Highway 140. Thence, the Ponderosa pines have aesthetic value for the visitors and residents of Mariposa.
- \*Eastern Ridge--Oak woodland with Digger Pines on higher elevations and dense shrub growth in other areas.

According to the California Department of Fish and Game's (DFG) Natural Diversity Data Base, two rare or endangered plant species may be located within the TPA. These species are the Congdons Lomatium (Lomatium congdonii) and the Mariposa Clarkia (Clarkia biloba australis). The Congdons Lomatium is listed by the DFG as a rare or threatened species and is a candidate for Federal listing. In Mariposa, the plant species was last sited in 1903 along the West Water Ditch, and several surveys conducted since then have not identified or located the plant at or near this location. The habitats most conducive for the Congdons Lomatium are rocky places between 1,500' to 2,000' in elevation. However, the DFG believes the species has possibly been eliminated at this site based upon the length of time since the last siting and degradation of the plant habitat. Conversely, the Mariposa Clarkia is presumed to be currently existing and has been sited as recently as 1979. The Mariposa Clarkia is listed as a very rare, endangered, or threatened subspecies and is also a candidate for Federal listing. The plant was last seen in 1979 on the slopes above Mariposa Creek Drive and north of Highway 140 near Mormon Bar, and approximately



SCALE: 1" = 2,000'



100 plant individuals were sited in the survey. The habitats most conducive for the Mariposa Clarkia are dry slopes between 1,000' to 2,000' in elevation. Exhibit 9 shows the possible ranges of the plant species in the TPA as delineated in the Natural Diversity Data Base.

The range and diversity of wildlife in the TPA has been disturbed by development in the TPA and surrounding areas. Wildlife has been driven to the ridges and outer undeveloped areas, and there is little evidence of permanent habitation of wildlife in the developed areas. Occasional forages into the developed areas by wildlife from the surrounding areas are common, and wildlife is often seen in town. Wildlife found in the TPA is typical of that found in the Digger Pine Chaparral Belt. Mammals such as the Grizzly Bear (Ursus arctos) and the Mountain Lion (Felis concolor) which were once prevalent in Mariposa are extinct or have been significantly reduced in the area and are no longer evident in the TPA. Mammals prevalent in the TPA include the Western Gray Squirrel (Sciurus griseus), Spotted Skunk (Spilogale poutorius), Striped Skunk (Mephitis mephitis), California Ground Squirrel (Spermophilus beecheyi), and Mule Deer (Odocoileus hemionus).

According to the Department of Fish and Game's Areas of Special Biological Importance Map, there are no unique, rare, or endangered animal species in the Mariposa TPA, and there are no other special wildlife concerns.



## SECTION 1.3 SOCIAL AND ECONOMIC SETTING

### 1.31 History of Mariposa

The community of Mariposa is one of the dominant points of historical interest within Mariposa County. The first recorded mention of the name Mariposa was in September 1806, when the Spanish explorer Gabriel Moraga and his party camped along a creek near Pacheco Pass in present day Merced County. Moraga named this creek, Arroyo de las Mariposas, or "stream of the butterflies" because of the great number of butterflies at the camp site. This name (Las Mariposas) was then given to one of two large Spanish land grants, one of which was deeded to Juan Bautista Alvarado in 1844 by the early Mexican governor Manuel Micheltorena. This name was then later given to Mariposa County which was formed in 1850 in the area surrounding the Las Mariposas Grant.

In 1845 John C. Fremont visited the area as part of an extensive western mapping expedition, and expressed interest in purchasing the Alvarado grant. In 1847 Thomas Larkin as an agent for Fremont purchased the Alvarado grant or Las Mariposas grant for \$3000. After learning of the discovery of gold in California in 1848, Fremont contracted a group of Sonoran miners to travel to the Las Mariposas Grant and mine for gold. The Sonorans, lead by Alexander Godey, discovered rich deposits of gold in quartz in the area which later became the Mariposa Mine. The news of the discovery of gold in the Las Mariposas area attracted a great many gold seekers. Most of these miners worked the various streams and creeks for the abundant placer gold. These miners began to settle along many of the creeks and began to form permanent settlements. One such settlement began in 1849 along Mariposa Creek below the area of the present townsite. In the spring of 1850 Mariposa Creek flooded, destroying a large portion of the town at the lower elevations. The residents relocated to higher ground establishing the current townsite, and a smaller settlement known as Logtown was established a half-mile upstream in the area of the present day cemetery.

In 1849, the first steam driven mining operation was established at the Mariposa Mine east of the townsite. The Mariposa Mine soon became the largest producing mine in the Southern Mother Lode. The further development of the Mariposa Mine attracted a large influx of settlers into the region, many of whom began to develop businesses which supported the mining boom around Mariposa.

The Mariposa townsite was surveyed in 1850, and many of the streets were named after members of Fremont's family: Jessie Street for Fremont's wife; Charles Street for Fremont himself; Bullion Street for Fremont's Father-in-law's nickname "Old Bullion"; and lastly, Jones Street, which was named after Fremont's attorney.

Fremont had the townsite and most of the main streets oriented in a northwest-southeast linear grid along Mariposa Creek and between the ridges to the east and west. The grid pattern used by Fremont



was the standard pattern for the layout of most towns in the 19th century. Unfortunately the use of the grid pattern often disregarded the terrain of the area. Several of the streets which run in an east-west direction are short and steep and most of the resulting residential development occurred and continues in areas of moderate slope. The constraints of the topography within the townsite forced development to move in a linear fashion along Mariposa Creek and State Highways 140 and 49.

In 1851 the California State Legislature ordered the residents of the newly formed Mariposa County to select a permanent county seat. The county seat originally was formed in Agua Fria as it was the largest community in the area. An election was held in late 1851 to change the County seat from Agua Fria to the town of Mariposa. Because of the loss of population in Agua Fria and the establishment of the Mariposa Post Office, Mariposa was selected to be the county seat. By this time the town of Mariposa was firmly established as the largest permanent settlement and was continuing to grow at a steady pace.

By 1854 Mariposa was the center of local government and a thriving community with a wide range of services including a number of hotels, livery stables, general merchandise stores, several saloons, a jewelry store, a brewery, and a sawmill. The population at this time was reported to have been between 3,000 to 4,000 persons. A large percentage of this number established permanent residences in Mariposa. In response to Mariposa's designation as the County Seat, on July 21, 1854, a contract was awarded to Perrin V. Fox and Augustus F. Shriver for the amount of \$9,000 to construct a 40 1/2 foot by 50 1/2 foot two story courthouse. The Mariposa County Courthouse was completed by January 1855 and it has been in continuous use since then.

During the summer of 1858 a fire destroyed a portion of Mariposa, and many buildings were rebuilt using stone and iron shutters were used to cover the windows. The town of Mariposa continued to grow as the mining boom within Mariposa County drew an increasing number of miners to the area. Once again, in 1866 a fire destroyed over 60 buildings between First and Seventh Streets within Mariposa. The area was rebuilt with almost all of the buildings using stone, tin and iron to reduce the possibility of fire damage.

Soon after this fire, placer mining activity began to steadily decline. Most of the easy placer areas had been worked several times. As placer mining activity declined, lode mining continued to be a source of jobs attracting miners into the Mariposa area. Many outlying communities were being abandoned, or were also destroyed by fires and not being rebuilt. As these communities and camps were abandoned many of the residents relocated to Mariposa as it was becoming the largest commercial and cultural center within the county. Mining continued to be the major focus of the area.

The introduction of tourism into the economy began in 1875 when the Mariposa Road into Yosemite Valley was completed. The completion

of this road made Yosemite Valley accessible to visitors from Mariposa via horseback or stagecoach. Mariposa became a staging point for the hardy tourists who would make the long 3 day trip to Yosemite. Lodging facilities within the town of Mariposa were often filled to capacity by those travelling to Yosemite.

From the 1890's up into the mid-1930's the area surrounding Mariposa experienced a renewed lode mining boom. Several large lode mines were reopened (Mariposa Mine, Mt. Gaines Mine and the Princeton Mine) and were refitted with more proficient machinery for the extraction of ore. The renewed interest in mining and the development of the logging industry in the mountains around Mariposa led to a period of growth and prosperity in Mariposa. Between 1905 to 1907 a hydroelectric generating plant was built on the Merced River, at Bagby, by the Mariposa Commercial and Mining Company. A transmission line was strung through Bear Valley and Mount Bullion to provide electricity to mines in the area. This line was later extended into Mariposa by 1907 providing the town with electricity. The improvement of State Highway 140 in 1926 into an "All Weather Highway" provided year round access to both Mariposa and Yosemite National Park. The opening of the Highway began an increase in tourism in the region. Tourists were now travelling by automobile to visit Yosemite National Park and additional tourist facilities began to appear in the town of Mariposa.

The depression of the 1930's caused a severe slump in the economy in both the town of Mariposa and the County. Many mines closed permanently, forcing a large number of residents to leave, resulting in a severe drop in population. The depression forced many residents to look for jobs outside of the county. Fortunately, many local residents were employed to work on a variety of public works projects financed by the Federal Government through the Civilian Conservation Corps and the Works Project Administration. These projects included the building of several of the bridges in the County along with the construction of the Mariposa High School in 1937.

The major growth in the late 1930's and into the 1940's occurred north of the Courthouse on Jones and Bullion Streets. Large residential areas began developing in this area, while businesses began to expand along the Highway north of the downtown area. Some of the retail trade was becoming oriented towards the tourists travelling to Yosemite.

In the late 1950's and early 1960's two large residential tracts were developed at the north end of town. The Cambell Tract was built on the hillsides above the end of Jones Street and developed in a non-grid like pattern that conformed to the topography of the area. The Mueller Tract was developed south of Smith Road and the Hospital and again utilized a non-grid like pattern which conformed to the existing topography. Commercial development continued to expand along Highway 140 and Highway 49 outside of the downtown area.



Several large commercial areas were developed in the late 1970's and early to mid 1980's. These included the development of several large motels at both the north and south end of town (Miners Inn at the north end, and the Best Western Motel and the Gold Rush Inn at the south end). The Coakley Circle area was developed adjacent to Mariposa Creek west of Highway 140, and includes the Pioneer Market and the Mariposa Terrace Apartment Complex. The establishment of the larger and newer motels increased the revenues generated from tourism, while many of the other commercial uses were expanded to meet the needs of both residents and tourists. Several heavy commercial uses were developed adjacent to the Fairgrounds to serve the existing and growing residential population.

Presently residential growth is continuing in the area north of Smith Road adjacent to the hospital. Commercial growth continues to expand along both Highway 140 and Highway 49. In addition a small scale Industrial Park has been developed adjacent to the County landfill to the north of the Mariposa Town Planning Area.

Over the last several years, Mariposa has continued to be a stopping-off point for tourists travelling to Yosemite. A large portion of the economy of the town of Mariposa is dependent upon tourism. Over a million tourists a year travel along Highway 140 through Mariposa to Yosemite providing revenue and jobs to local residents. The town of Mariposa also continues to be the center of County Government activities. Additionally, the community of Mariposa continues to be the major population center within the county, with a current population of approximately 1,565 residents.

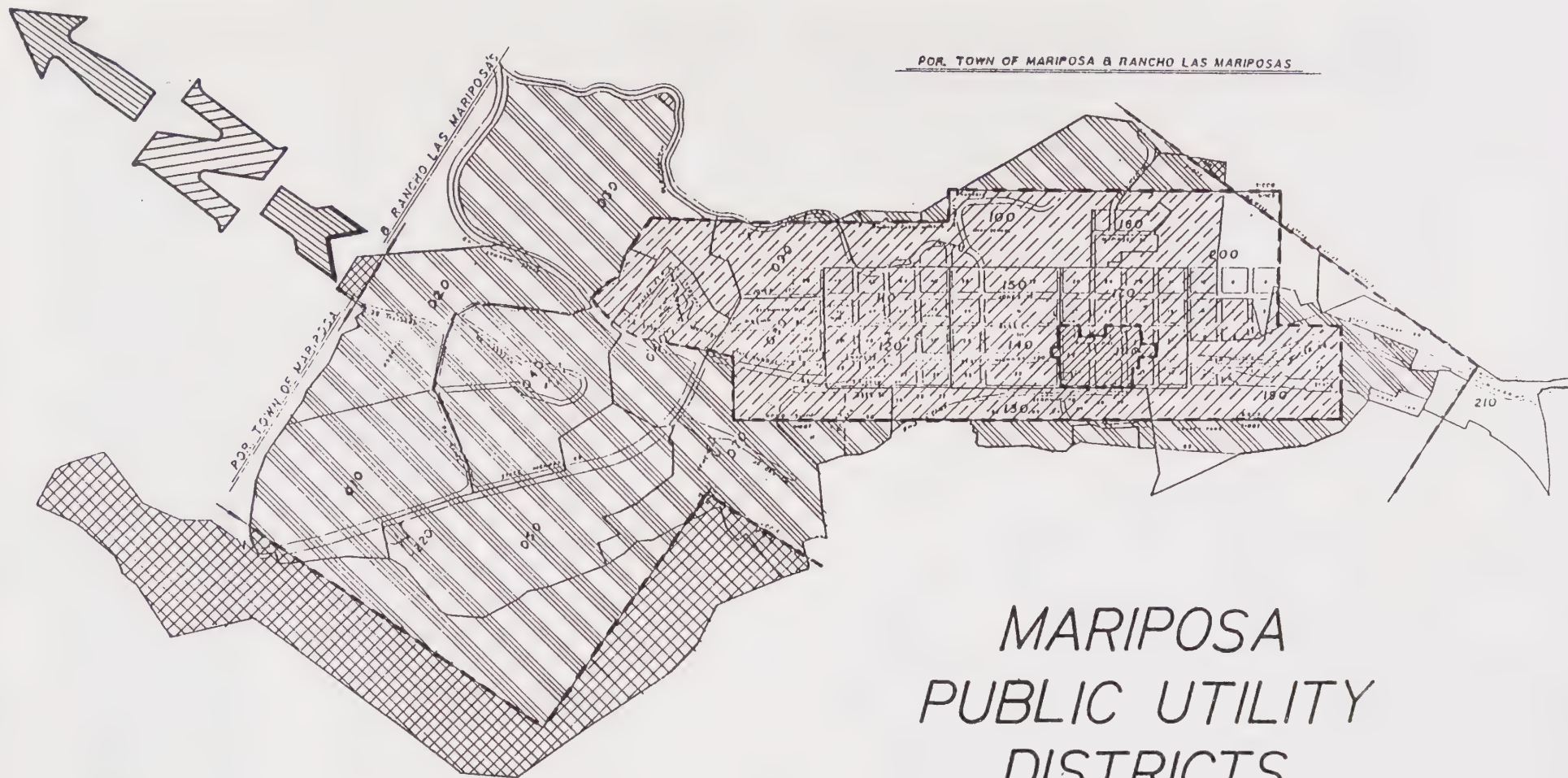
Many of the historic homes, buildings, and churches built during the early days of Mariposa are still in use. Several of these buildings are visible in the downtown area along the Highway, particularly the Schlageter Hotel, the Trabucco Warehouse, the Gold Coin Saloon, and the Odd Fellow's Lodge. Also, many of the residences from the 1860's are still standing along Bullion and Jones Streets and are fine examples of the architectural style of that period. The headframe and the old stamp mill used on the Mariposa Mine are still visible, and below the mine is located St. Josephs Catholic Church and a cemetery containing the graves of several of the original pioneer families.

A Historical Site Inventory with descriptions of these historic structures is included in Appendix "A" along with a map showing their location within the Mariposa Town Planning Area.

### **1.32 Governmental Organizations and Services**

Mariposa is the major community in Mariposa County and is the seat of County government. It is located in the central part of Mariposa County approximately 40 miles southwest of Yosemite National Park. Mariposa is not an incorporated community, so it is therefore dependent upon and governed by the County. All of the









POR. TOWN OF MARIPOSA & RANCHO LAS MARIPOSAS

# MARIPOSA PUBLIC UTILITY DISTRICTS

EXHIBIT 10

-  — MPUD - 83 Annex
-  — MARIPOSA LIGHT & PUD
-  — MARIPOSA LIGHT & PUD - 83 Annex
-  — MARIPOSA PARKING, PUD, LIGHT

DEPT. OF PUBLIC WORKS  
4639 BEN HUR RD.  
MARIPOSA CA. 95338

DRAWN  
ERIC GHIAN

APPROVED  
J. THOMPSON

DATE  
9-21-89

SHEET

SCALE: 3/8" = 50' APPROX.

major County offices are located within the community, generally centered around the Courthouse on Bullion Street, except for the County Welfare Department and Public Works Department. The Welfare Office is located on Highway 49 North adjacent to the 49'er Shopping Center, and the Public Works Department is located on the corner of Highway 49 South and Ben Hur Road. These offices provide general government services for all residents living in Mariposa County and the Mariposa Town Planning Area.

The Mariposa Public Utility District (MPUD) provides fire, water and sewer service within a portion of the community. MPUD is the only independent special district within the community, and it is governed by five Directors elected from within the District boundaries. There are several areas within the Town Planning Area that do not receive MPUD services. These areas include a portion of the area north of the hospital and the area surrounding the fairgrounds. The area north of the hospital is included in the MPUD Sphere of Influence which specifies that services will be provided at some future date although the Fairgrounds area is not. Outside of the MPUD the County provides fire services and the other services. Water and sewer are generally provided by private wells and on-site septic systems in those areas not served by MPUD. Any additional services not provided by the County are provided by various special districts.

Other community level service districts in the Town Planning Area include the Mariposa Lighting District, and the Mariposa Parking District. The Mariposa Lighting District is responsible for providing street lighting for the unincorporated community of Mariposa. The Mariposa Parking District (Vehicle Parking District No. 1) is responsible for developing, constructing and maintaining parking facilities in a defined area of downtown Mariposa. The boundaries of the Lighting and Parking Districts are shown in Exhibit 10. These districts are governed by the Board of Supervisors who act as their directors.

Other services not provided by the County, MPUD, or by Special Community districts are provided by Countywide Special Independent Districts which include the following: The John C. Fremont Hospital District which provides hospital services throughout Mariposa County. Their only health care facility is John C. Fremont Hospital which is located within the town of Mariposa. The Mariposa County Unified School District provides educational programs for children from grades K-12. Facilities within the community under the jurisdiction of this District include the Mariposa County High School, Mariposa Elementary School, the School District Administration Offices, and the bus storage yard. The Mariposa County Resource Conservation District provides information and assistance to control surface water runoff, for the prevention of, and control of soil erosion, and the distribution of water and the improvement of land capabilities. The District works closely with the Soil Conservation Service to provide expertise to local government agencies.



Also located within the community are several important Federal and State government agency offices. These offices primarily provide information and support to County residents, the general public, and tourists travelling through the area. Additionally these offices provide information and support to local government agencies, and are responsible for the management and control of large tracts of land within Mariposa County. Federal Offices located within the community include the Bureau of Land Management, the National Park Service, and offices for both Sierra National Forest and Stanislaus National Forest.

The State agencies located within the community include the California Department of Forestry, the California Highway Patrol, and California Department of Motor Vehicles. The location of all the major County, State and Federal agency offices are shown on Exhibit 11.

### 1.33 Economy

The economy of the Community of Mariposa is based primarily on Government employment, agriculture, and both local and tourist retail sales and services. Tourist retail sales and services include lodging facilities, restaurants, grocery stores, and merchandise sales supporting the tourist economy. The retail sales and service sectors account for approximately 56% of all current jobs and employment opportunities within Mariposa County. Approximately 64% of the employment in Mariposa County is dependent upon the services sector in addition to wholesale and retail sales, and transportation, finance, manufacturing, and real estate (Employment Development Department, Annual Planning Information for Mariposa County, Table C, Page 55, June 1990).

During 1990 about 3.2 million visitors travelled to Yosemite National Park, and of those over one million travelled through the community of Mariposa on State Highway 140. The visitors travelling on Highway 140 have created much of the demand for the employment opportunities within the private sector. Tourist spending in fact contributes towards creating over 60% of the retail and service jobs in the community (Employment Development Department, Annual Planning Information for Mariposa County, Table C, Page 55, June 1990). These opportunities exist in the following areas: lodging facilities, restaurants, food stores, and automobile repair and service stations. The community of Mariposa has approximately 277 motel and hotel rooms which offer employment. A large percentage of the service oriented employment opportunities are also located within Mariposa.

The largest employer in the County is Yosemite Park and Curry Company, the concessionaire in Yosemite National Park. This concessionaire employs between 1,500 to 2,000 part and full time employees within the park. There are approximately 2,675 motel rooms within Mariposa County, with approximately 1,700 located within Yosemite National Park. This is about 63% of the total



number of rooms within the County. The next largest employer is the County and various other government affiliated agencies. Government provides 31% of all the employment opportunities within Mariposa County, with the majority of the positions located within the town of Mariposa as the County seat of Government (Employment Development Department, Annual Planning Information for Mariposa County, Table C, Page 55, June 1990). The growth of employment opportunities within the government sector has been much slower than that within the private sector.

Due to the community's dependency upon tourism and the seasonal nature of the employment opportunities, employment levels within Mariposa fluctuate seasonally. Unemployment rates are generally at their lowest during summer months and at their highest in winter due to the decline in tourist travel through the community. Unemployment levels also generally reflect trends within the national economy. During periods of recession employment opportunities are reduced, decreasing the number in the labor force. Table 5 shows the gradual reduction in unemployment within the County for the last several years. This gradual decrease in unemployment levels is an indication of both growth in employment opportunities, and the increased level of tourist spending and activities within the community of Mariposa and throughout the County.

**TABLE 5**

**UNEMPLOYMENT RATES FOR MARIPOSA COUNTY 1985 TO 1989**

| <u>1985</u> | <u>1986</u> | <u>1987</u> | <u>1988</u> | <u>1989</u> |
|-------------|-------------|-------------|-------------|-------------|
| 8.4%        | 6.8%        | 6.0%        | 5.8%        | 5.5%        |

SOURCE: California Statistical Abstract, 1988. State of California Department of Finance. Sacramento, CA.

Table 6 reflects the ranking of employment sectors within Mariposa County. These rankings are also somewhat representative of the employment trends within the community. No specific figures are available for the Town Planning Area.

TABLE 6

## EMPLOYMENT TRENDS BY RANK FOR MARIPOSA COUNTY 1985-1989

|  | 1985  | 1986  | 1987  | 1988  | 1989  | 1989<br>% Total |
|--|-------|-------|-------|-------|-------|-----------------|
| <b>SERVICES</b>  | 1725  | 1800  | 1875  | 2075  | 2100  | 45.0%           |
| <b>GOVERNMENT</b>  | 1250  | 1300  | 1300  | 1400  | 1450  | 31.0%           |
| Federal  | 525   | 550   | 550   | 625   | 600   | 12.8%           |
| State  | 150   | 150   | 150   | 150   | 150   | 3.2%            |
| Local/Educ   | 575   | 600   | 600   | 650   | 675   | 15.0%           |
| <b>WHOLESALE/<br/>RETAIL SALES</b>   | 550   | 500   | 475   | 500   | 525   | 11.25%          |
| <b>MINING &amp;<br/>CONSTRUCTION</b>   | 200   | 200   | 200   | 225   | 200   | 4.25%           |
| <b>TRANSPORTATION/<br/>PUBLIC UTILITIES/<br/>FINANCE/<br/>INSURANCE/<br/>REAL ESTATE</b> | 150   | 200   | 200   | 200   | 200   | 4.25%           |
| <b>MANUFACTURING</b>   | 150   | 150   | 175   | 175   | 175   | 3.75%           |
| <b>AGRICULTURE/<br/>FORESTRY/<br/>FISHING</b>  | 50    | 50    | 25    | 25    | 25    | 0.50%           |
| <b>Total, All<br/>Sectors</b>  | 4,075 | 4,200 | 4,250 | 4,600 | 4,700 | 100%            |

SOURCE: Table B and Table C, Annual Planning Information, Mariposa County, June 1990. Employment Development Department, State of California, Health and Welfare Agency.

The median individual income of \$16,067 in the County is well below the State median of \$20,010 (California Franchise Tax Board, Annual Personal Income Tax Report for 1988/1989). This is partially due to the concentration of retirees living on fixed incomes and the large percentage of lower wage private sector employment within the County. Most service sector employment is paid at or near minimum wage which lowers the overall median income level and will also keep County levels below the State median for income.

Transient Occupancy Tax collected on room rentals continues to be the major source of revenue for the County General Fund with property and sales taxes the next largest sources (Mariposa County

Budget 1989-90). Retail sales and services provided for both residents and tourists generates the revenue from sales tax on the goods and services provided. Secured property taxes provide the next largest source of revenue for the County.

### 1.34 Population

Mariposa County is one of the fastest growing counties in California. The population in Mariposa County increased by 34.6% from 1980 to 1990, from a population of 11,108 (1980 Census) to a estimated population of 14,950 in 1990. An average of the 1990 Preliminary Census population figure of 14,302 and the January 1990, Department of Finance population estimate of 15,600 has been used to estimate the County population. Using the 34.6% growth figure for the ten years between 1980 and 1990, it is estimated the average annual growth rate for the County is 3.0%. The average annual growth rate figure for the County may be higher or lower than the actual growth rate for the Town Planning Area.

Increases in population within Mariposa County have occurred primarily as a result of in-migration from outlying regions, rather than as a result of natural increase of the resident population. Information from the 1980 Census breakdown of households showed that the majority of those migrating into Mariposa County were retirees.

The community of Mariposa is the major population center as it is the focal point of County Government and a major employment center, along with having a large concentration of tourist and retail businesses. This has led the community of Mariposa into developing into one of the largest residential areas due to the availability of some urban level services and the concentration of multi-family housing, including government assisted housing. The proximity of services, jobs and housing continues to draw people into the community of Mariposa.

The current estimated population of the Mariposa Town Planning Area is 1,565 persons. This estimate is based on information gathered in a Land Use Survey completed by the Planning Department in August 1990. This survey identified 765 housing units in the Town Planning Area. The methodology used to derive an estimated population figure for the Mariposa Town Planning Area included using the 1980 Census figures of 2.20 persons per household and an average vacancy rate of 7.0% derived from averaging the figures for the four Enumeration Districts which comprised the Mariposa Town Planning Area (TPA) in 1980. It is assumed that these figures are more reflective of the true population within the TPA than utilizing Countywide household figures and vacancy rates. The figures for the County include a larger proportion of summer and vacation homes which in part raise the Countywide vacancy rate to over five times the estimated vacancy rate in the Town Planning Area.



In 1986 there were approximately 569 housing units (Mariposa Community Advisory Council Recommendations for Mariposa Town Specific Plan, Spring 1987) within the Mariposa Town Planning Area accommodating an estimated population of 1,164 people. The community has experienced significant growth since that time adding a total of 196 new dwelling units in the past five (5) years. This equates to an average annual growth rate of 6.2% for housing units in the Town Planning Area which is over two times the County Wide annual population growth rate of 3.0%. Of the 196 new units added in the last five years, 160 units or 82% are either multi-family units or manufactured/ mobile homes, while 68 or 34% of the total are government assisted housing units developed for low and moderate income families and senior citizens. Although it is projected that the ratio of housing units targeted for low to moderate income families will remain high, it is assumed that the number will not be as high as the number developed in the last 5 years.

For the purpose of estimating population growth within the TPA, the Countywide annual population growth rate of 3.0% was used as the low estimate and the 5 year Mariposa TPA annual housing unit growth rate of 6.2% as the high estimate. Population growth was projected using a "straightline" technique which typically overestimates growth over time but is adequate for the purposes of this analysis.

**TABLE 7**  
**RESIDENTIAL GROWTH PROJECTIONS FOR MARIPOSA TPA**

| Year | Population Estimate |       | Total Housing Units |       |
|------|---------------------|-------|---------------------|-------|
|      | Low                 | High  | Low                 | High  |
| 1986 |                     | 1,164 |                     | 569   |
| 1991 |                     | 1,565 |                     | 765   |
| 1996 | 1,814               | 2,114 | 887                 | 1,033 |
| 2001 | 2,103               | 2,856 | 1,028               | 1,396 |
| 2006 | 2,438               | 3,858 | 1,192               | 1,886 |
| 2011 | 2,826               | 5,212 | 1,382               | 2,548 |

Notes: Low Population Estimate based upon 3.0% annual growth Countywide.

High Population Estimate based upon 6.2% annual housing growth in Mariposa Town Planning Area.

Average household size = 2.2 persons

Vacancy rate = 7%

The preceding table projects the need for between 617 and 1,783 new housing units within the community in the next twenty (20) years to accommodate the projected population growth within the Town Planning Area.

### 1.35 Housing

The Land Use Survey shows the dramatic increase in housing stock within the Mariposa Town Planning Area. From 1980 to 1990 dwelling units (housing stock) within the Town Planning Area increased by an estimated 223 units, or 41.1%, from 542 dwelling units to 765 dwelling units (Model Mountain Community Development Program, August 1980, and Planning Department Land Use Survey, August 1990). Most of the housing units are single family residential units (365 units or 48%). However there is also a significant number of multi-family units (223 total or 29%, 184 Multi-family, 28 duplexes, and 11 apartments) along with a large number of Manufactured or Mobile homes (177 total or 23%). A breakdown of housing types found within the Mariposa Town Planning Area is shown in Table 8.

**TABLE 8**  
**HOUSING TYPES IN MARIPOSA TPA**

| <u>Housing Type</u>                         | <u># of units</u> | <u>% of Total</u> |
|---|-------------------|-------------------|
| Single Family Resid.                        | 365 -----         | 48%               |
| Multi-Family Resid. (Total)                 | 223 -----         | 29%               |
| Multi-Family Units                          | (184)*            |                   |
| Duplexes                                    | (28)*             |                   |
| Apartments                                  | (11)*             |                   |
| Manufactured Homes/<br>Mobile Homes (Total) | 177-----          | 23%               |
| Individual                                  | (39)*             |                   |
| In Mobile Home parks                        | (138)*            |                   |
| (Subtotals)*                                |                   |                   |
| <b>Total # of Units</b>                     | <b>765</b>        | <b>100%</b>       |

SOURCE: Land Use Survey Data, Mariposa County Planning Department, August 1990.

The 765 residential units are on approximately 389 parcels within the Town Planning Area. Out of the total 389 parcels containing residential development, 325 of the parcels have single family residences located on them. Approximately 26 parcels have some type of multi-family unit or apartment on the parcel. The balance (38 parcels) have Manufactured or Mobile homes on them, or a mix of residential and commercial uses.

Specific information on the types of housing units developed within the TPA from January 1986 to January 1991 shows that the highest percentage of units developed were multi-family residential units. Of the 196 units constructed during this time, 128 units or 65% were multi-family residential units. Approximately 16% of the



housing units added to the TPA were manufactured/mobile homes located within the Idle Wheels Park. The remaining 18% percent of the housing units developed during this period were either attached apartments, manufactured/mobile homes on individual parcels, and individual single family residences throughout the TPA.

Manufactured/Mobile homes continue to be affordable alternatives to single family residences within both the County and the community of Mariposa. As seen in Table 8 Manufactured and Mobile homes are approximately 23% of the total dwelling units within the Mariposa Town Planning Area. The largest single concentration of Manufactured/Mobile homes within the County is located within the Town Planning Area in the Idle Wheels Mobile Home Park (110 units) with the remaining in a development located behind the 49'er Shopping Center and throughout the community. This is a reflection of the continued influx of retirees and others into the community who often purchase a Manufactured/Mobile Home as an affordable alternative to a custom designed or tract constructed residence.

A number of the single family residences within the Town Planning Area exhibit various degrees of deterioration and/or dilapidation. Most of these homes and buildings are over 30 years old and some upwards of 100 years old. The majority of these homes require either minor or intermediate repairs which address cosmetic and surface problems such as lack of paint, cracked plaster, open cracks, missing materials and wear on doorsills, door frames, steps and floors. The quality of housing has been improving over the last several years with the construction of newer single family residences and multi-family residences. These newer units include the low-to-moderate income units on Coakley Circle and the senior citizen units near the hospital.

Housing values within Mariposa County were generally well below the State median of \$85,000 in 1980 (1980 Census figure, California Statistical Abstract). Information in the California Statistical Abstract from 1980 indicated that median housing value in Mariposa County was \$62,100. Median rent within the state was reported to be \$253.00 in 1980, while the figure for Mariposa County in 1980 was reported to be \$153.00.

Neither the Planning Department or Assessor's Office has records which accurately give the median housing cost or rents for 1990. At this time the average cost of a home in the community of Mariposa continues to be less than the statewide average.



#### SECTION 1.4 EXISTING LAND USE

The town of Mariposa and its development has been defined by terrain, Mariposa Creek, and the ridges surrounding the town. The ridges form a narrow valley along Mariposa Creek which provide a narrow area of gentle to moderate slopes for building. Consequently, development in Mariposa first occurred along Mariposa Creek and the gentle and moderate slopes adjacent to the creek, and the town later took on a linear form with commercial businesses located along Charles and Jessie Streets and residences along Bullion and Jones Streets.

The general layout of Mariposa has not changed much from yesteryear. Commercial and other non-residential uses are still oriented along the major access route (Highway 140) with the historic downtown area still being a strong, compact commercial area. At first glance, Highway 140 appears as a small-town form of "strip development", but this linear commercial development along Highway 140 is necessitated by the terrain of the area. As further development has occurred, commercial uses have located away from Highway 140. The major commercial areas located away from Highway 140 are Bullion Street near the Courthouse with office development (including County offices) and the Pioneer Market shopping center on Coakley Circle. Highway 49 North is a transition area where mixed uses and commercial uses are just beginning to be developed.

The older residential neighborhoods of the town extend along Bullion Street and Jones Street. These streets south of 11th Street were first developed before the turn of the century while the areas north of 11th Street were developed afterwards beginning in the 1930s. The residential neighborhoods along Jones and Bullion are 12 blocks long but only two blocks wide which adds to the linear nature of the town. However, the residential neighborhood south of 11th Street is being slowly eroded by the encroachment of commercial uses along Bullion Street.

The other major residential areas of the TPA are the Campbell Tract, the Mueller Tract, and the Smith Road/Hospital Road area. The Campbell and Mueller Tracts were created in the 1960s in the then-undeveloped northern portion of the town, and broke away from the linear form of development that dominated the land use of the town. The area along Smith Road/Hospital Road has developed along with the Mueller Tract, and there are now three apartment complexes containing 66 units in this area in addition to a number of single family residences. Other significant areas of residential development in the TPA include the Idle Wheels area with a 111-unit mobile home park and a 24-unit apartment complex, a 28-unit mobile home park located immediately northwest of the 49er shopping center, and the 32-unit Mariposa Terrace I apartment complex and 20-unit Sierra Garden aptment complex on Coakley Circle and Joe Howard Street.

The Fairgrounds area is a mixed use area with single family residences, industrial uses, commercial uses, and public facilities

and uses. The south side of Fairgrounds Road is slowly being developed with mixed commercial uses and some light industrial uses. These uses are generally located near Highway 49 South although there is a small mini-storage complex further up on Fairgrounds Road. The County Fairgrounds is also located on Fairgrounds Road and provides recreational vehicle services, community buildings, a small park, and an assembly stadium. The California State Mineral Exhibit and Museum is situated within the Fairgrounds. Other intensive uses in this area are a propane storage facility/cardlock gas station located on Ben Hur Road, a cardlock gas station, freight line business, and office complex on Highway 49 South, and the Public Works Department office building and maintenance yard.

The following table delineates the approximate acreages and number of parcels for each use with Exhibit 11 showing the locations of uses throughout the TPA.

**TABLE 9**  
**EXISTING LAND USES**

| <u>Type of Use</u>            | <u>Acres</u> | <u>% Total</u> | <u>Parcels</u> |
|-------------------------------|--------------|----------------|----------------|
| Residential                   | 516.7        | 27.0           | 357            |
| Commercial                    | 94.0         | 4.9            | 82             |
| Industrial                    | 28.6         | 1.5            | 8              |
| Institutional (e.g. Church)   | 13.5         | 0.7            | 17             |
| Mixed                         | 29.9         | 1.6            | 26             |
| Vacant                        | 1,053.8      | 55.1           | 126            |
| Public Lands                  |              |                |                |
| J.C. Fremont Hospital Dist.   | (21.0)       |                |                |
| Unified School Dist.          | (45.0)       |                |                |
| Mariposa Public Utility Dist. | (10.2)       |                |                |
| County                        | (42.7)       |                |                |
| State (includes Fairground)   | (55.9)       |                |                |
| Federal                       | ( 0.5)       |                |                |
| Total                         | 175.3        | 9.2            | 58             |
| TOTAL FOR TPA                 | 1,911.8      | 100.0          | 673            |

SOURCE: Mariposa County Planning Department Land Use Survey, August 1990

As of January, 1991, there was approximately 482,143 square feet of commercial and industrial floor space in the Mariposa TPA. Over half of the commercial and industrial floor space was utilized by retail sales, services, and professional offices, and motels with a total of 274 units occupied nearly a quarter of the total floor space. Industrial development in the TPA is limited with only 4%

of the total floor space in the TPA being used for manufacturing and industrial purposes excluding mini-storage warehouses.

Commercial and industrial floor space in the TPA has been growing at an annual growth rate of 4.5% for the past five years with 94,542 square feet of floor space being added. Almost half of the floor space added in the last five years has been for earmarked for offices and retail services, and a third has been added by the construction of 74 motel units since 1986. There has been no additional floor space constructed since 1986 for retail sales.

The following tables outlines the commercial and industrial floor space existing in the TPA in 1986 and 1991 by various sectors and the growth that occur between those years.

**TABLE 10**  
**COMMERCIAL AND INDUSTRIAL FLOOR SPACE**  
**(square feet)**

| <u>Type</u>    | <u>Jan 1986</u> | <u>1/86 to 1/91</u> | <u>% Increase</u> | <u>Jan 1991</u> |
|----------------|-----------------|---------------------|-------------------|-----------------|
| Printing       | 6,840           | 0                   | 0.0%              | 6,840           |
| Restaurant     | 38,950          | 800                 | 2.1%              | 39,750          |
| Retail Sales   | 122,532         | 0                   | 0.0%              | 122,532         |
| Office/Service | 80,516          | 38,642              | 48.0%             | 119,158         |
| Mixed          | 23,749          | 7,050               | 29.7%             | 30,799          |
| Motel          | 86,700          | 29,050              | 33.5%             | 115,750         |
| Industrial     | 17,068          | 2,500               | 14.6%             | 19,568          |
| Vacant/Storage | 11,246          | 16,500              | 146.7%            | 27,746          |
| Total          | 387,601         | 94,542              |                   | 482,143         |

SOURCE: Mariposa County Planning Advisory Council Recommendations for Mariposa TPA Specific Plan, Spring 1987 and Mariposa County Planning Department Land Use Survey, August 1990



**Table 11**

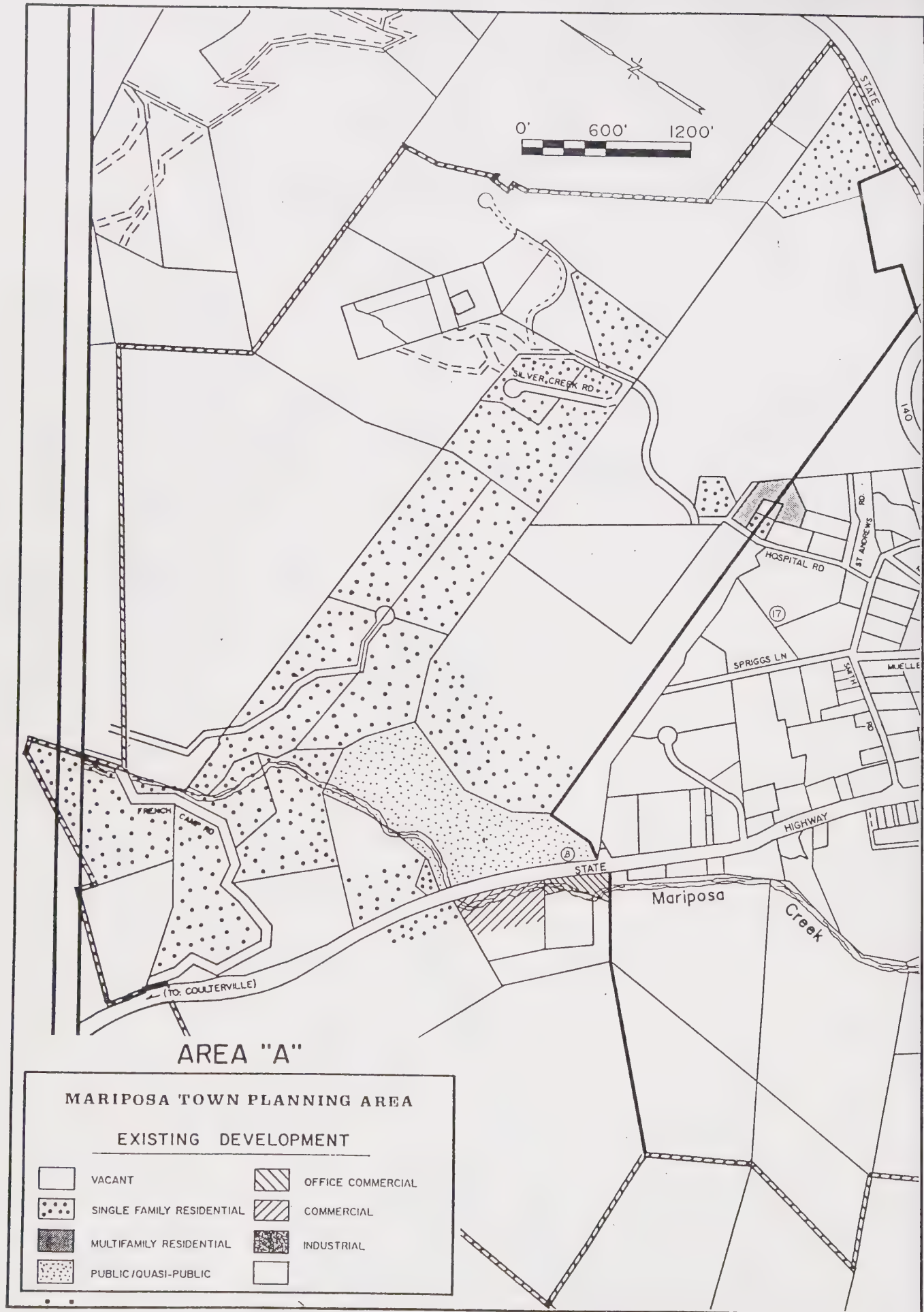
LIST OF PUBLIC OFFICES AND BUILDINGS

IN THE MARIPOSA TOWN PLANNING AREA

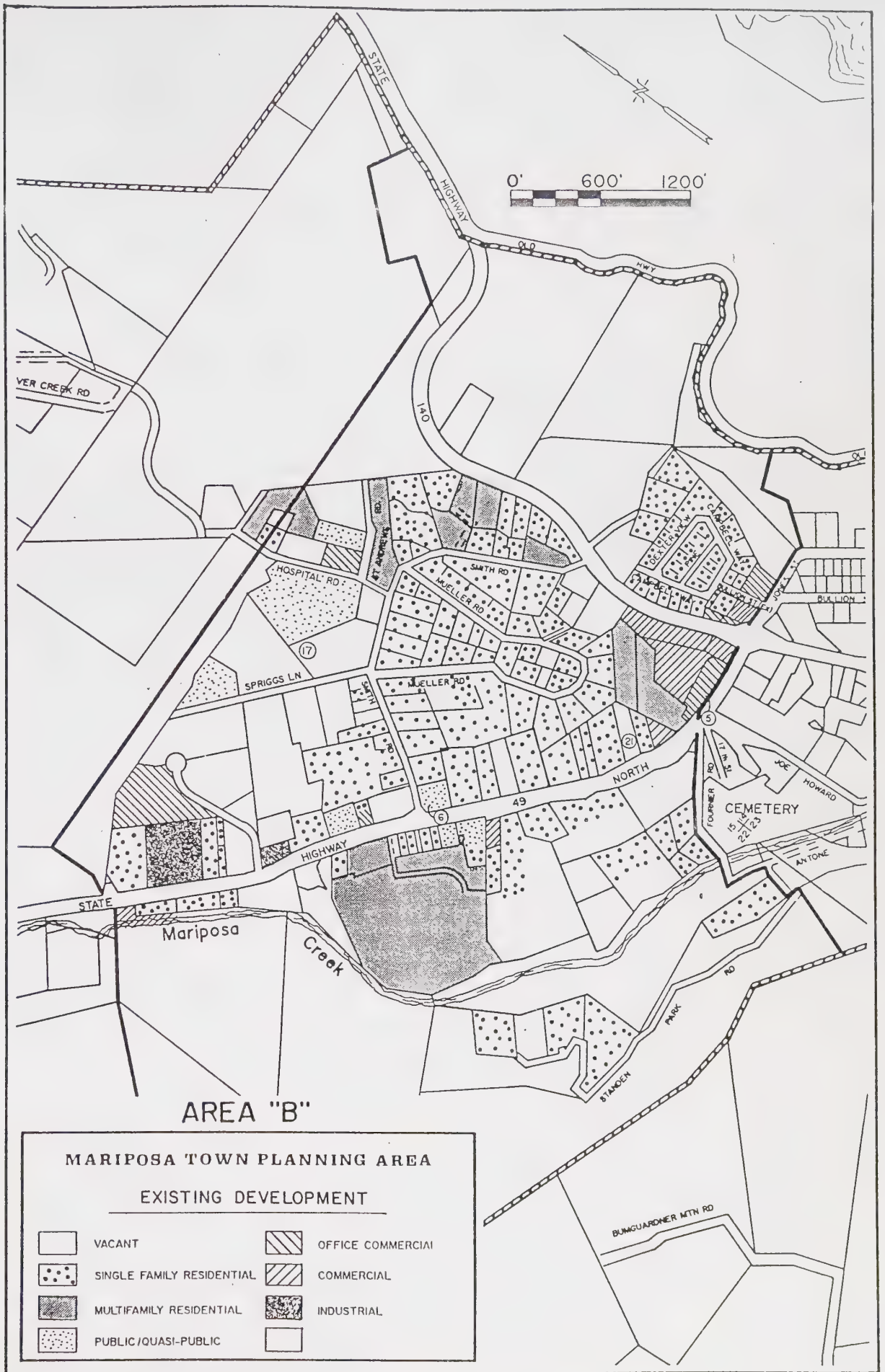
The numbers below correspond to the numbers on Exhibit 11

1. Mariposa County Courthouse
2. Mariposa County Planning and Building Departments / Mariposa County District Attorney's Office/ Auditor and County Recorder's Office
3. Mariposa County Mental Health Department / Mariposa County Probation Department
4. Mariposa County Health Department
5. Mariposa County Department of Human Services (Welfare)
6. California Highway Patrol / Department of Motor Vehicles
7. U. S. Forest Service / Bureau of Land Management / Yosemite National Park Information Center / Mariposa County Resource Conservation District Office / Mariposa Chamber of Commerce
8. California Department of Forestry / County Fire Warden's Office
9. Mariposa County Public Works Department
10. Mariposa County Sheriff's Office
11. Mariposa County Library / History Center
12. Mariposa Public Utilities District Office
13. Mariposa County Unified School District Office
14. Mariposa County Parks and Recreation Office
15. Mariposa County High School
16. Mariposa County Elementary School
17. John C. Fremont Hospital
18. U.S. Post Office
19. Mariposa County Fairgrounds and California State Mineral and Mining Museum
20. MPUD Sewage Treatment Facility









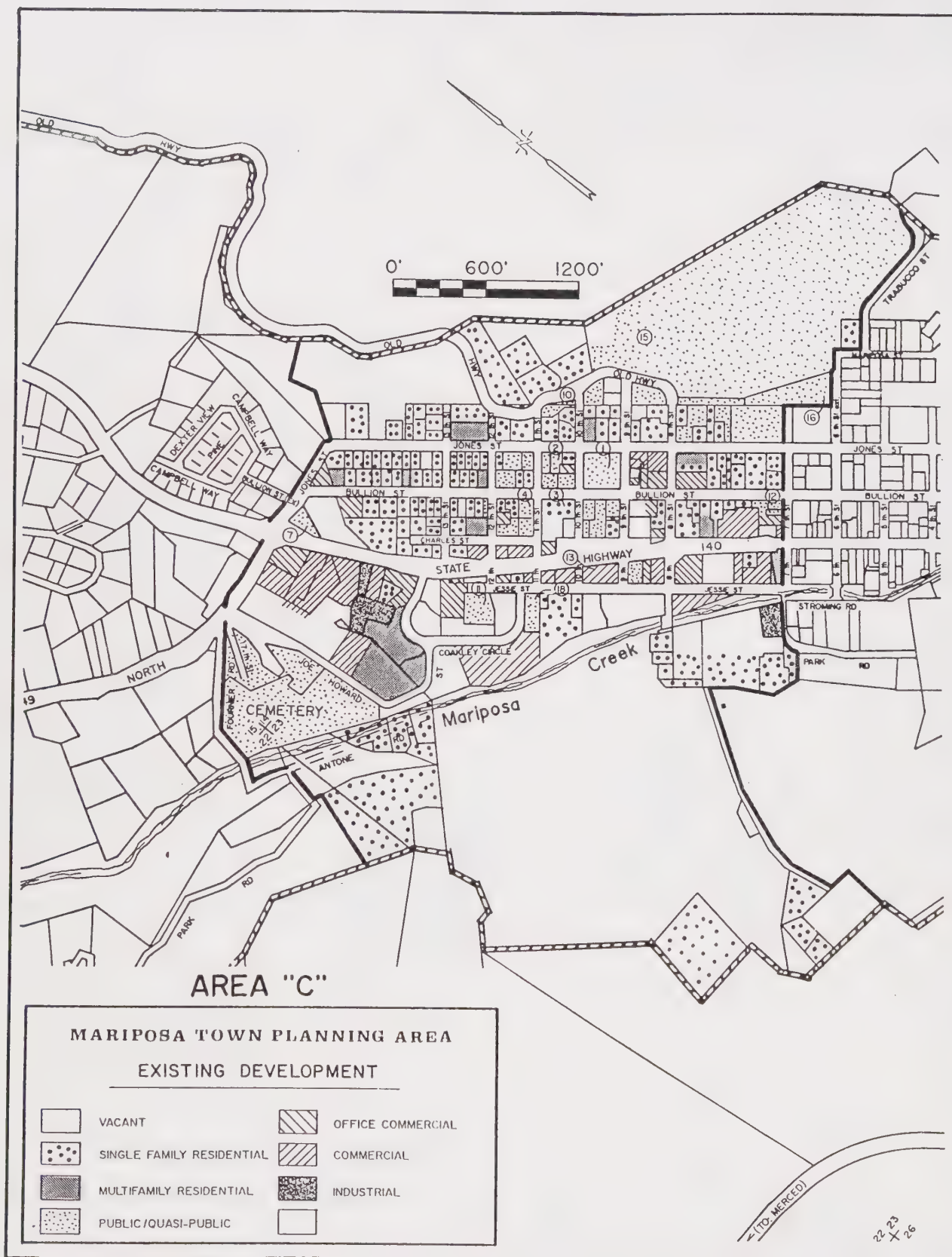


EXHIBIT IIC

# AREA "D"

## MARIPOSA TOWN PLANNING AREA

### EXISTING DEVELOPMENT









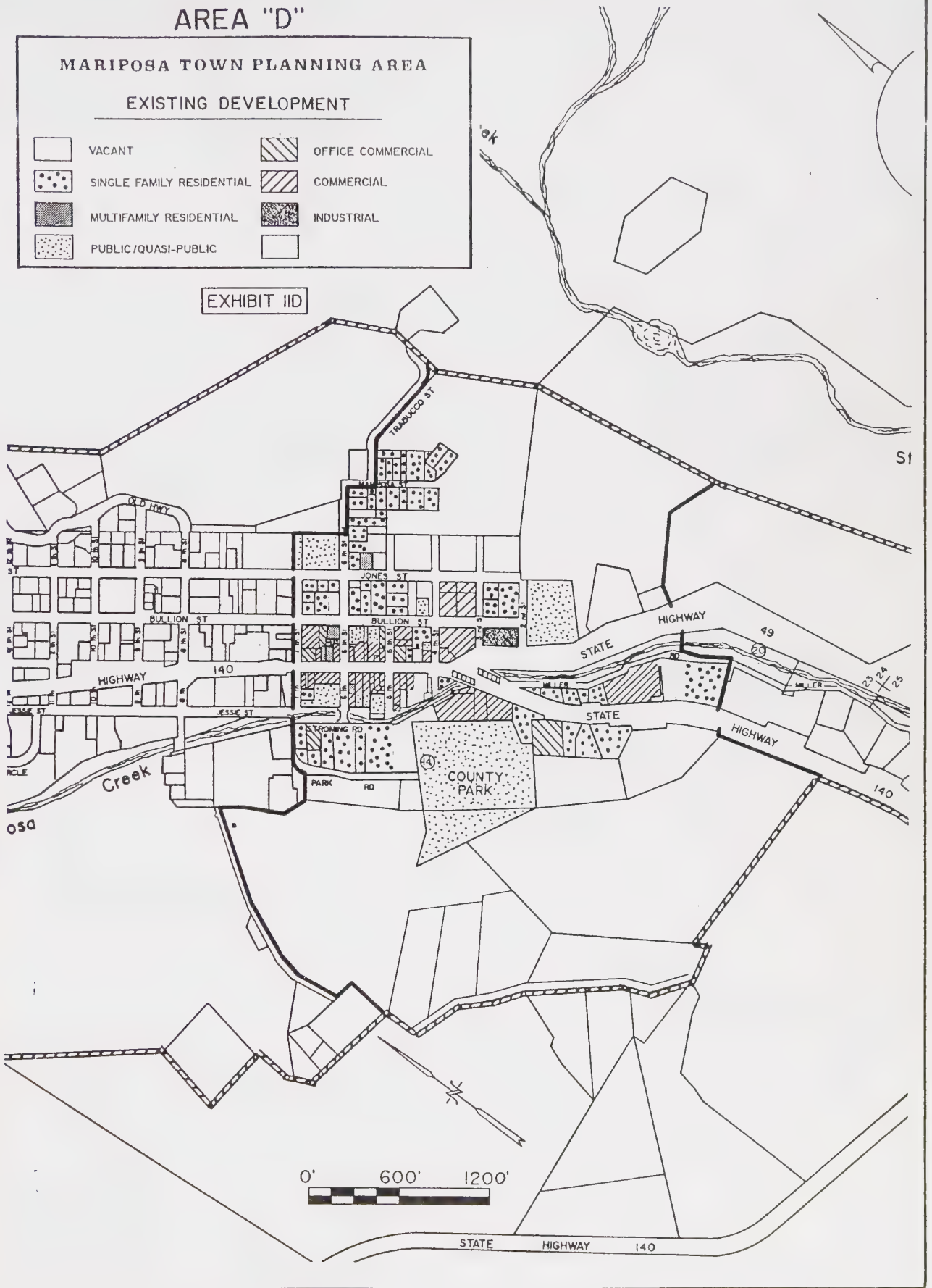
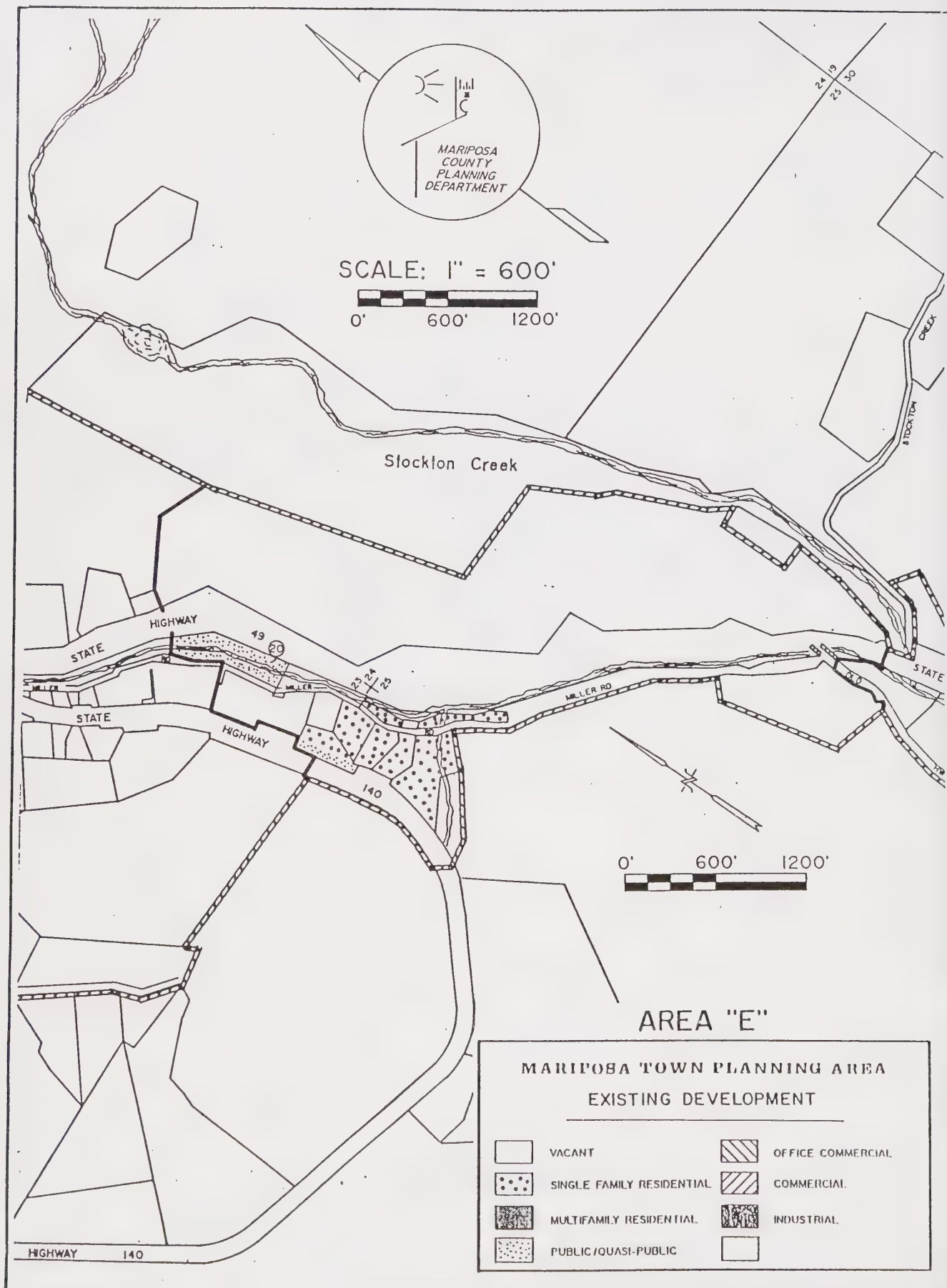
|   |                           |   |                   |
|---|---------------------------|---|-------------------|
|  | VACANT                    |  | OFFICE COMMERCIAL |
|  | SINGLE FAMILY RESIDENTIAL |  | COMMERCIAL        |
|  | MULTIFAMILY RESIDENTIAL   |  | INDUSTRIAL        |
|  | PUBLIC/QUASI-PUBLIC       |  |                   |

EXHIBIT IID















24 19  
23 30



## AREA "F"

### MARIPOSA TOWN PLANNING AREA EXISTING DEVELOPMENT

|   |                           |   |                   |
|---|---------------------------|---|-------------------|
|  | VACANT                    |  | OFFICE COMMERCIAL |
|  | SINGLE FAMILY RESIDENTIAL |  | COMMERCIAL        |
|  | MULTIFAMILY RESIDENTIAL   |  | INDUSTRIAL        |
|  | PUBLIC/QUASI-PUBLIC       |  |                   |

## SECTION 1.5 PUBLIC FACILITIES AND SERVICES

### 1.51 Streets and Highways

Vehicular circulation in the Mariposa TPA is provided by State highways, County streets and roads, and private roads. State Highways 49 and 140 are the primary traffic routes for the TPA with County streets providing secondary routes and access to the outer portions of the TPA. There are a few private roads which serve specific development areas.

#### A. State Highways

State Highway 49 and State Highway 140 provide the Mariposa TPA with excellent access to the San Joaquin Valley, eastern Madera County, Yosemite National Park, and other parts of Mariposa County. The highways serve as the primary external access for the TPA and there is considerable through traffic along these highways. The highways also serve as the primary internal access for the TPA connecting the southern, central, and northern sections of the TPA. The location of the highways within the County and the TPA is shown in Exhibits 2 and 3.

Highway 49 is known as the Golden Chain Highway and travels along the western slope of the Sierra Nevada connecting Mother Lode communities from Oakhurst to Nevada City. Highway 49 south of Mariposa (referred to as Highway 49 South) travels in a southeasterly direction to Oakhurst in eastern Madera County and connects the populous eastern section of Mariposa County with Highway 140 and the San Joaquin Valley north of Merced via Highway 140. The highway is also one of the TPA's primary routes to Fresno and the southern San Joaquin Valley via Highway 41. Highway 49 north of Mariposa (referred to as Highway 49 North) is the access route to Mount Bullion (including the Mariposa-Yosemite Airport), Bear Valley, and that part of the County north of the Merced River. Highway 49 North serves a small population base and there is limited through traffic, and consequently, traffic on Highway 49 North is substantially less than Highway 49 South.

Highway 140 west of Mariposa is the main route to Merced and the northern San Joaquin Valley for Mariposa travellers. The highway, travelling east, is one of three state highway routes into Yosemite National Park and experiences heavy tourism traffic including buses. There is also significant truck traffic which utilizes this highway to supply the commercial and industrial businesses of Mariposa and Yosemite National Park. Highway 140 east of Mariposa is the route into Yosemite National Park and provides access to the Midpines community and the west Triangle Road area.

Highways 49 and 140 enter and exit the TPA as separate highways, but they merge into one highway for approximately three-fourths (3/4) of a mile in the central section of the TPA. Highway 49 South enters the TPA in the Fairgrounds area and runs along



Mariposa Creek until it intersects with Highway 140 near Third Street. Highway 140 from Merced travels along a bend of the western ridge as it enters the TPA where it then intersects with Highway 49 South and continues in a northwesterly direction through the historic downtown area. Highway 140 between Highway 49 South and Highway 49 North generally follows the Charles Street right-of-way and bisects the town into two sections. Approximately 3/4 mile north of Highway 49 South, Highway 49 North begins travelling east parallel to Mariposa Creek. Highway 140 continues north towards Yosemite National Park.

Since Highway 140 generally follows the Charles Street right-of-way which was established by the original plat map of the townsite, most of the County streets adjacent to this section of Highway 140 are oriented towards the highway. The main County streets in Mariposa (Jessie, Bullion, and Jones) run parallel to the highway while cross-streets such as Eighth Street are perpendicular to the highway. Outside the central section of the TPA, County streets and roads are less numerous and generally follow terrain. As such, County street and road intersections with these highways are less frequent and occur at irregular intervals in the northern and section sections of the TPA.

#### B. Highway Improvements

Highways 49 and 140 within the TPA consist of two travel lanes with no passing lanes or left-turn lanes. Left-turn lanes are provided only at the Highway 140/Highway 49 junctions, and there are no left-turn lanes, right-turn lanes, or deceleration lanes along the highways for County road intersections. A merge lane with yield control is used for northbound traffic entering Highway 140 from Highway 49 South.

Highway 140 from Fourth Street to Seventh Street has a right-of-way of approximately 58' with two 15' travel lanes, two 8' paved shoulders used for parallel parking, and concrete sidewalks. The sidewalks between Fifth Street and Sixth Street are elevated above the travel lanes and shoulders and are underneath building walkways and awnings; however, they are still within the highway right-of-way and are administered by the California Department of Transportation (CalTrans). Between Seventh Street and Highway 49 North, Highway 140 has a minimum 100' right-of-way with two 12' travel lanes and generally 2' shoulders. In a few areas in this section, Highway 140 has extended paved shoulders with curb used for parallel parking and unpaved walking areas. In the northern and southern sections of the TPA, Highways 140 and 49 generally have a minimum 100' right-of-way with two 15' travel lanes and 3' shoulders.

Driveway and private road encroachments onto the State Highways in the TPA are controlled by CalTrans encroachment permit standards except between Third Street and the eastern boundary of the TPA along Highway 49 South. Highway 49 South between Third Street and the eastern boundary of the TPA has been designated as an access

controlled expressway, and the creation or expansion of encroachments along this portion of the highway must be approved by the California Transportation Commission. Existing County road encroachments onto the highways are not regulated by CalTrans encroachment permit standards, and development accessing the highways from these County road intersections are not regulated by CalTrans.

### C. Highway Traffic Counts

CalTrans conducts annual traffic counts on the State Highways to calculate peak hour traffic, peak month average daily traffic (ADT), and annual average daily traffic (AADT). The AADT is the total traffic volume for the year divided by 365 days. It is calculated by traffic sampling in certain portions of the year and adjusted for seasonal influence, weekly variation, and other variables which may be present. Because of these variables, the AADT volumes shown in Table 12 may deviate from actual counts by as much as 13% to 18%. The peak month ADT shown in Table 13 is the ADT for the month with the heaviest traffic flow and may be more representative for the Mariposa highways than AADT due to the high traffic volumes associated with summer tourism traffic to Yosemite National Park. Lastly, the peak hour traffic is an estimate of the maximum traffic which occurs in an hour several times within the year and is shown in Table 14.

General conclusions which may be made from interpreting the data in Tables 12, 13, and 14 include:

1. Traffic on the highways within the TPA has steadily increased at a rate of approximately 3.22% per year.
2. Traffic on Highway 49 South is projected to increase at a faster rate than traffic in the northern section of the TPA. This will be partially caused by increased residential growth in the Bootjack and Ben Hur Road areas.
3. Traffic is concentrated in the central section of the TPA where traffic from Highway 49 merges into Highway 140. Traffic at the two highway intersections is approximately equal, and the increase in traffic on Highway 140 between Highway 49 South and Highway 49 North is partially attributable to internal circulation.

For each State Highway, CalTrans determines the Level of Service (LOS) for the highway which is measure of highway performance considering speed, traffic volumes, interruptions, freedom to maneuver, safety, cost, driving comfort and convenience. CalTrans has calculated the current LOS for Highway 140 through the TPA at a C level (stable traffic flow with acceptable delays) approaching a D LOS (approaching unstable traffic flow with tolerable delays).

### D. Highway Problem Areas

There are several areas along the State Highways which have been identified as traffic problem areas by CalTrans and/or the County.



TABLE 12

## STATE HIGHWAYS 49/140 TRAFFIC COUNTS

Average Annual Daily Traffic (AADT)

|                       | 1981  | 1982  | 1983  | 1984  | 1985  | 1986 | 1987  | 1988  | 1989  | Avg Annual Incr | 2010 Projected |
|-----------------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-----------------|----------------|
| 1. H49S/South Ben Hur | 3,100 | 3,600 | 3,600 | 3,600 | 3,700 |      | 3,800 | 3,900 | 3,500 | 3.23%           | 7,700          |
| 2. H49S/North Ben Hur | 3,600 | 4,200 | 4,250 | 4,250 | 4,700 |      | 4,800 | 4,900 | 4,900 | 4.51%           | 9,800          |
| 3. H49S/South of H140 | 4,700 | 5,000 | 4,700 | 4,700 | 5,700 |      | 5,900 | 6,000 | 6,000 | 3.46%           | 12,000         |
| 4. H140/North of H49S | 6,000 | 6,200 | 6,200 | 6,600 | 6,600 |      | 6,800 | 7,400 | 7,400 | 2.22%           |                |
| 5. H140/South of 6th  | 6,500 | 6,800 | 6,800 | 7,200 | 7,200 |      | 7,400 | 8,500 | 8,500 | 3.85%           | 12,300         |
| 6. H140/North of 6th  | 7,200 | 7,600 | 7,600 | 8,000 | 8,400 |      | 8,600 | 8,600 | 8,600 | 2.43%           | 13,800         |
| 7. H140/South of H49N | 5,700 | 5,900 | 5,900 | 6,200 | 6,200 |      | 6,400 | 6,400 | 6,400 | 1.54%           | 10,600         |
| 8. H140/North of H49N | 3,100 | 2,800 | 2,800 | 2,850 | 3,200 |      | 3,600 | 3,600 | 3,600 | 2.02%           | 5,100          |
| 9. H49N/West of H140  | 2,400 | 2,100 | 2,100 | 2,500 | 2,600 |      | 2,700 | 3,500 | 3,500 | 5.73%           | 5,500          |
| Total                 |       |       |       |       |       |      |       |       |       | 3.22%           |                |

Source: California Department of Transportation. Traffic Volumes on the California State Highway System.

EXHIBIT 12

## STATE HIGHWAYS 49/140 Traffic Counts

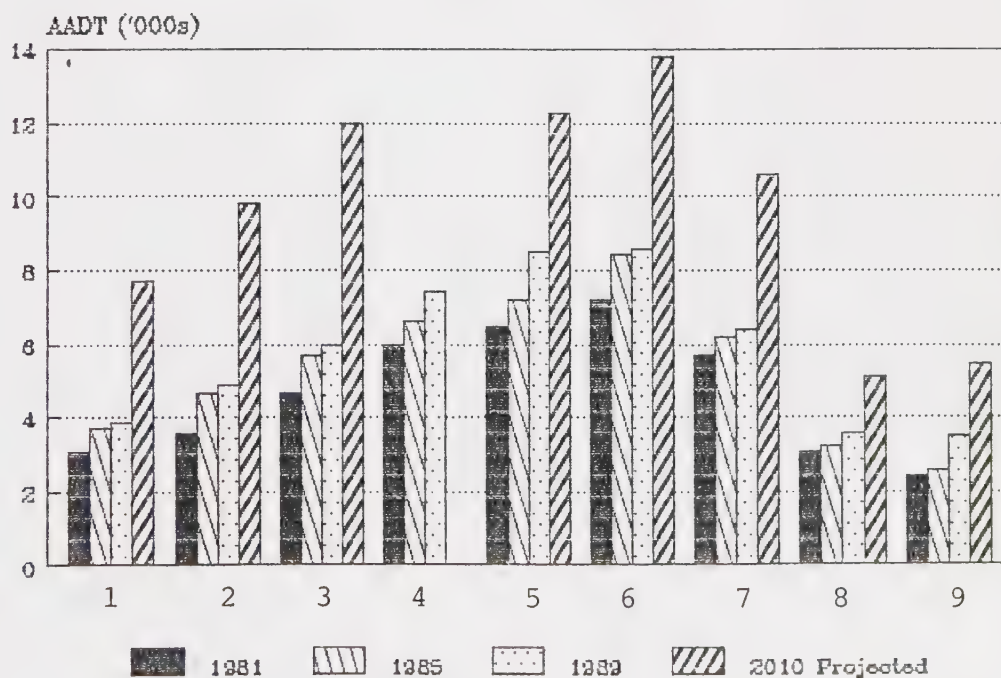




TABLE 13

## STATE HIGHWAYS 49/140 TRAFFIC COUNTS

## Peak Monthly Average Daily Traffic (ADT)

|                       | 1981   | 1982   | 1983   | 1984   | 1985   | 1986 | 1987   | 1988   | 1989   | Avg Annual Incr |
|-----------------------|--------|--------|--------|--------|--------|------|--------|--------|--------|-----------------|
| 1. H49S/South Ben Hur | 4,250  | 4,900  | 4,900  | 4,900  | 5,000  |      | 5,200  | 5,300  | 5,300  | 3.73%           |
| 2. H49S/North Ben Hur | 4,850  | 5,700  | 5,600  | 5,600  | 6,200  |      | 6,300  | 6,700  | 6,700  | 4.98%           |
| 3. H49S/South of H140 | 6,400  | 5,900  | 5,500  | 5,500  | 6,700  |      | 7,000  | 7,100  | 7,100  | 1.56%           |
| 4. H140/North of H49S | 9,700  | 10,100 | 10,100 | 10,700 | 10,700 |      | 11,000 | 10,000 | 8,500  | 2.23%           |
| 5. H140/South of 6th  | 10,500 | 9,800  | 9,800  | 10,400 | 10,400 |      | 10,700 | 10,100 | 10,100 | 0.32%           |
| 6. H140/North of 6th  | 11,700 | 11,000 | 11,000 | 11,600 | 9,000  |      | 9,200  | 9,200  | 10,100 | -3.56%          |
| 7. H140/South of H49N | 9,200  | 8,500  | 8,500  | 8,900  | 8,900  |      | 9,200  | 9,200  | 7,700  | 0.00%           |
| 8. H140/North of H49N | 5,100  | 4,000  | 4,000  | 4,050  | 3,700  |      | 4,150  | 4,150  | 4,300  | -3.10%          |
| 9. H49N/West of H140  | 3,250  | 2,800  | 2,800  | 3,350  | 3,450  |      | 3,600  | 3,800  | 3,800  | 1.79%           |
| Total                 |        |        |        |        |        |      |        |        |        | 0.88%           |

Source: California Department of Transportation. Traffic Volumes on the California State Highway System.

TABLE 14

## STATE HIGHWAYS 49/140 TRAFFIC COUNTS

## Peak Hour Traffic (ADT)

|                       | 1981  | 1982  | 1983  | 1984  | 1985  | 1986 | 1987  | 1988  | 1989  | Avg Annual Incr |
|-----------------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-----------------|
| 1. H49S/South Ben Hur | 430   | 500   | 500   | 500   | 520   |      | 530   | 540   | 540   | 3.88%           |
| 2. H49S/North Ben Hur | 470   | 550   | 550   | 550   | 610   |      | 620   | 680   | 680   | 5.32%           |
| 3. H49S/South of H140 | 600   | 600   | 560   | 560   | 680   |      | 710   | 720   | 720   | 3.06%           |
| 4. H140/North of H49S | 910   | 940   | 940   | 1,000 | 1,000 |      | 1,050 | 1,000 | 1,000 | 2.56%           |
| 5. H140/South of 6th  | 980   | 980   | 980   | 1,050 | 1,050 |      | 1,050 | 1,000 | 1,000 | 1.19%           |
| 6. H140/North of 6th  | 1,100 | 1,100 | 1,100 | 1,150 | 1,620 |      | 1,650 | 1,650 | 1,200 | 8.33%           |
| 7. H140/South of H49N | 860   | 860   | 860   | 900   | 900   |      | 930   | 930   | 930   | 1.36%           |
| 8. H140/North of H49N | 530   | 530   | 530   | 540   | 360   |      | 410   | 410   | 410   | -3.77%          |
| 9. H49N/West of H140  | 340   | 340   | 340   | 410   | 420   |      | 440   | 390   | 390   | 4.90%           |
| Total                 |       |       |       |       |       |      |       |       |       | 2.98%           |

Source: California Department of Transportation. Traffic Volumes on the California State Highway System.

These problem areas are:

1. Highway 140/49 in Downtown Area--This area is between Fourth Street and Sixth Street through the historic downtown area where highway improvements are constricted between historic buildings. Parallel parking along the expanded shoulders of the highway is permitted, and through traffic is frequently delayed by vehicles utilizing these parking spaces. In addition, there is no left-turn lane, and traffic is delayed by vehicles turning left onto Fifth or Sixth Streets. As a result, traffic along this portion of the highway is congested with frequent delays in traffic flow. Buildings and sidewalk improvements are constructed at the corner of the intersections of the highway and County streets and parking is allowed along the highway, and as such, sight distance for traffic entering the highway from County streets is severely restricted.
2. Highway 140 between Seventh Street and Highway 49 North--This portion of the highway is characterized by multiple unstructured encroachments and random parking arrangements. There are also a number of County street intersections along this portion of the highway. With no left-turn lane, the traffic flow on the highway is delayed whenever vehicles making a left turn have to wait due to oncoming traffic.
3. Smith Road Intersections with Highway 49 North and Highway 140--CalTrans has recently commented these intersections do not meet current CalTrans guidelines for public road connections and are experiencing accident rates higher than other similar intersections. This is primarily a result of increased development and traffic in the Smith Road and Hospital Road areas.

#### E. Future Highway Improvement Programs and Traffic Impacts

CalTrans has projected that by the year 2010 traffic on Highway 49 South will double and traffic on Highway 140 and Highway 49 North will increase by nearly 50% (Table 12). Based upon these traffic projections and existing highway improvements, CalTrans projects that Highway 140 between the Highway 49 intersections will deteriorate to a E LOS (Unstable traffic flow with congestion and intolerable delay) by 1994 and to a F LOS (forced traffic flow with jammed traffic) by 2005. To address these deteriorating levels of service on this segment of Highway 140, CalTrans has constructed a continuous two-way left-turn lane along Highway 140 between Seventh Street and Highway 49 North. These improvements were completed in October 1991 and will significantly improve the traffic flow problems along Highway 140 between Seventh Street and Highway 49 North. CalTrans believes the left-turn lane will maintain a D LOS until at least 2005.

In addition, CalTrans has approved and partially funded construction of a continuous two-way left-turn lane along Highway



49 North between Highway 140 and Mariposa Creek. Approximately \$1 million of the \$2.2 million (1991 dollars) project cost has been obtained, and additional funding of \$1.2 million is necessary in order to complete the entire project. A request for additional funding will be considered by the California Transportation Commission in 1993, but if full funding is not granted, CalTrans may only be able to construct a portion of the project.

However, no improvements are approved or planned to address the problems in the downtown area or Smith Road intersections. The narrow right-of-way and adjacent development in the downtown area precludes future widening of the highway. Studies and analysis conducted for the highway between Fourth Street and Seventh Street for the Mariposa Community Planning Advisory Council Recommendations for the Mariposa TPA Specific Plan, Spring 1987 indicate the level of service for the highway in this area is significantly worse than other portions of the highway and is projected to reach unacceptable levels of service sooner than the highway as a whole. Potential improvements to the highway in this area are limited to prohibiting parallel parking between Fourth Street and Sixth Street and utilizing the shoulder area for extended travel lanes and left-turn pockets. In order to address the problems at the Smith Road intersections, CalTrans has recommended left-turn pockets to accommodate increased traffic on Smith Road.

#### F. County Streets and Roads

The town of Mariposa was platted in 1851 at a time when the grid pattern street layout was standard for townsites. The main streets of the new town (Bullion, Jones, Charles, Jessie) were oriented along Mariposa Creek in a northwest-southeast direction. Cross-streets were laid out perpendicular to the main streets from Second Street in the southern part of the town to Thirteenth Street in the north. Right-of-ways of 60' in width for the main streets and 50' for the cross-streets were established by the platted map. Unfortunately, the terrain of Mariposa is not conducive to a grid pattern, and this has resulted in very steep cross-streets. Streets and roads outside the original townsite were constructed as needed, and their location was influenced by terrain and other constraints.

Within the central section of the TPA, the main streets of Jones, Bullion, and Jessie parallel the State Highway with Bullion Street extending parallel along the entire length of the merged highway. Jones and Jessie Streets are limited in length by terrain and Mariposa Creek. Charles Street is occupied through most of its alignment by Highway 140 except in the following sections: 1) between Seventh Street and Eighth Street, the street is used as a frontage street for access to parcels; 2) between Eleventh Street and Twelfth Street, Charles Street is a one-way street with angled parking; and 3) between Twelfth Street and Thirteenth Street, Charles is primarily a residential street.



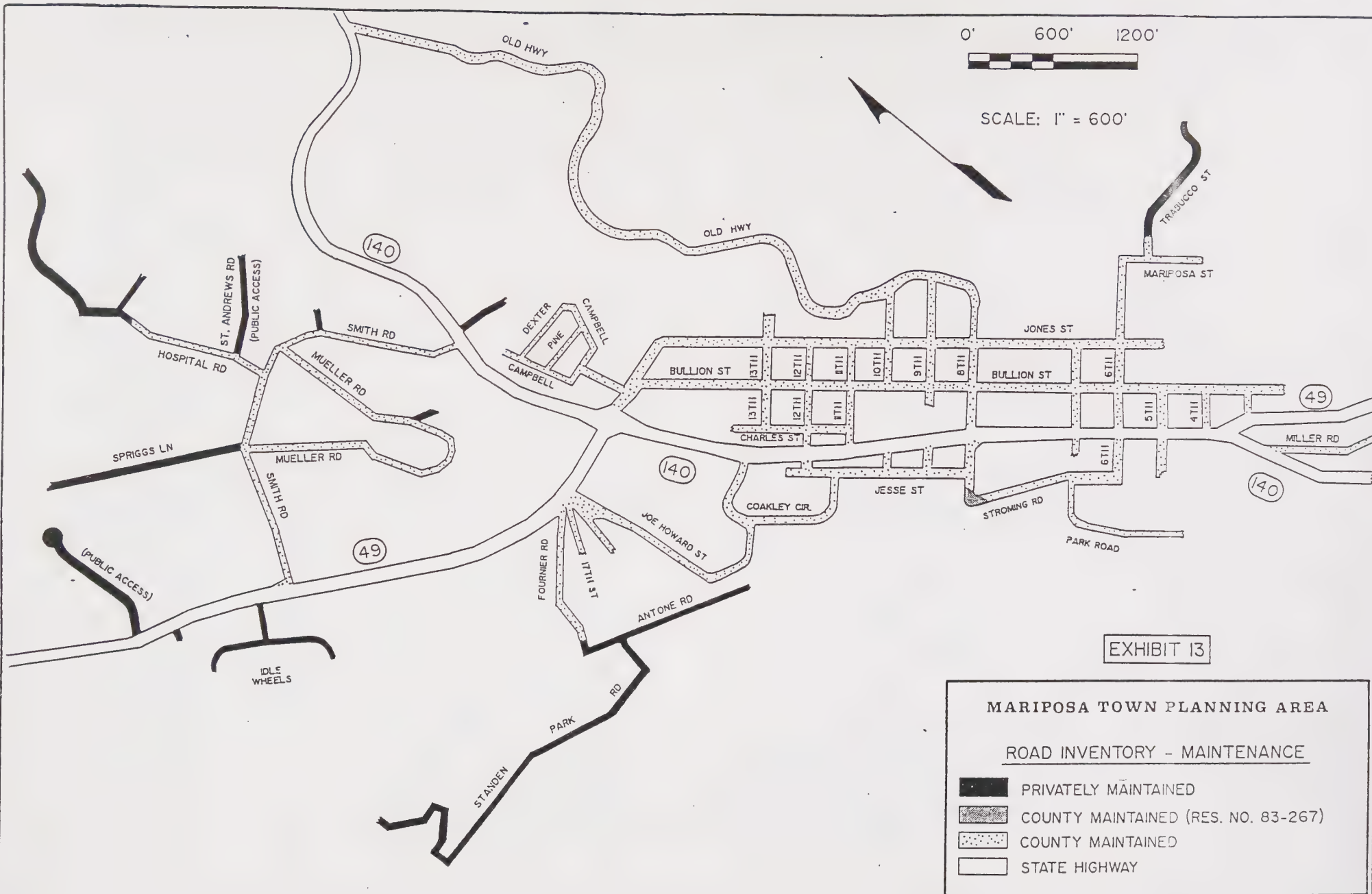
TABLE 15

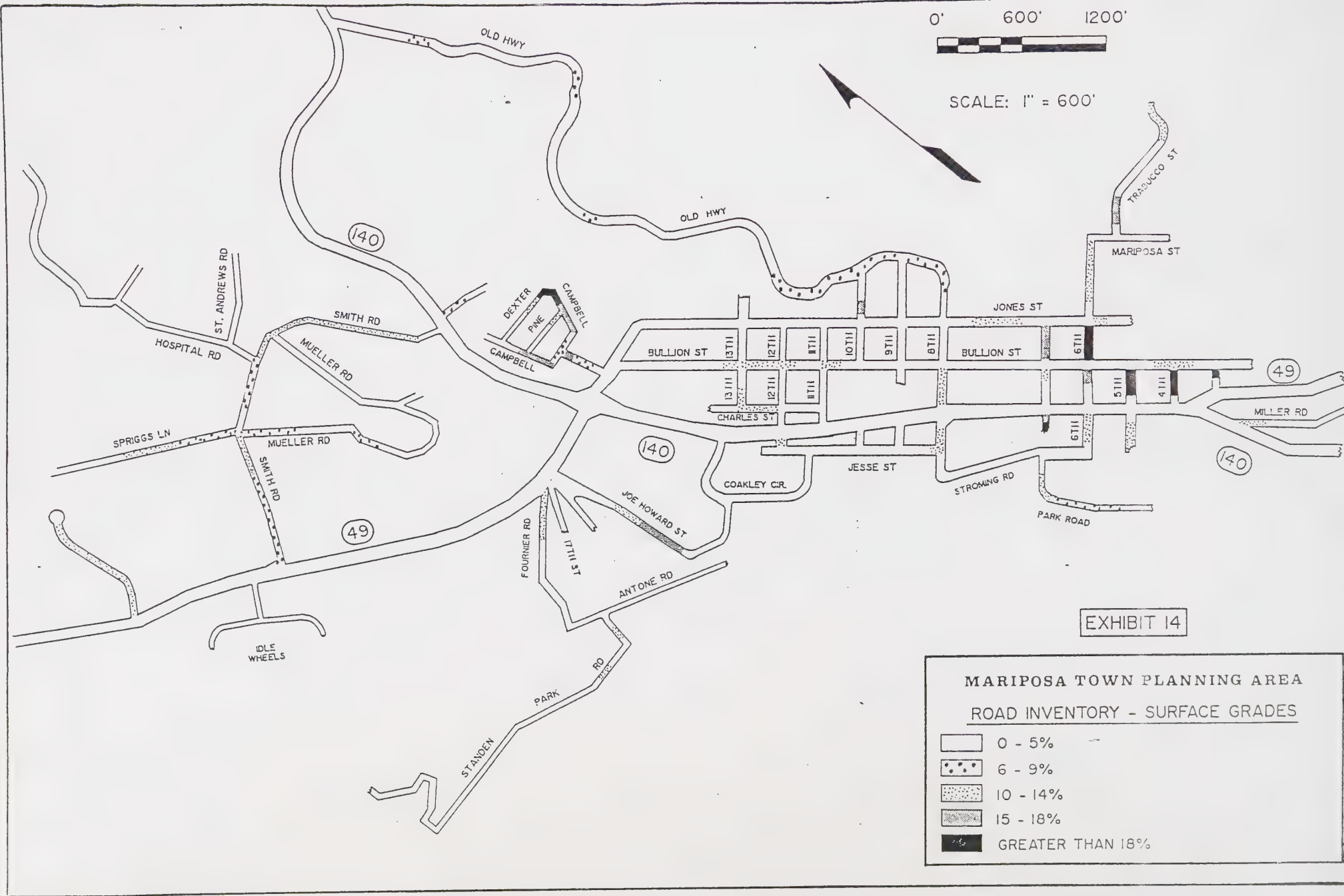
## MARIPOSA TPA COUNTY ROADS TRAFFIC COUNTS

## Average Daily Traffic (ADT)

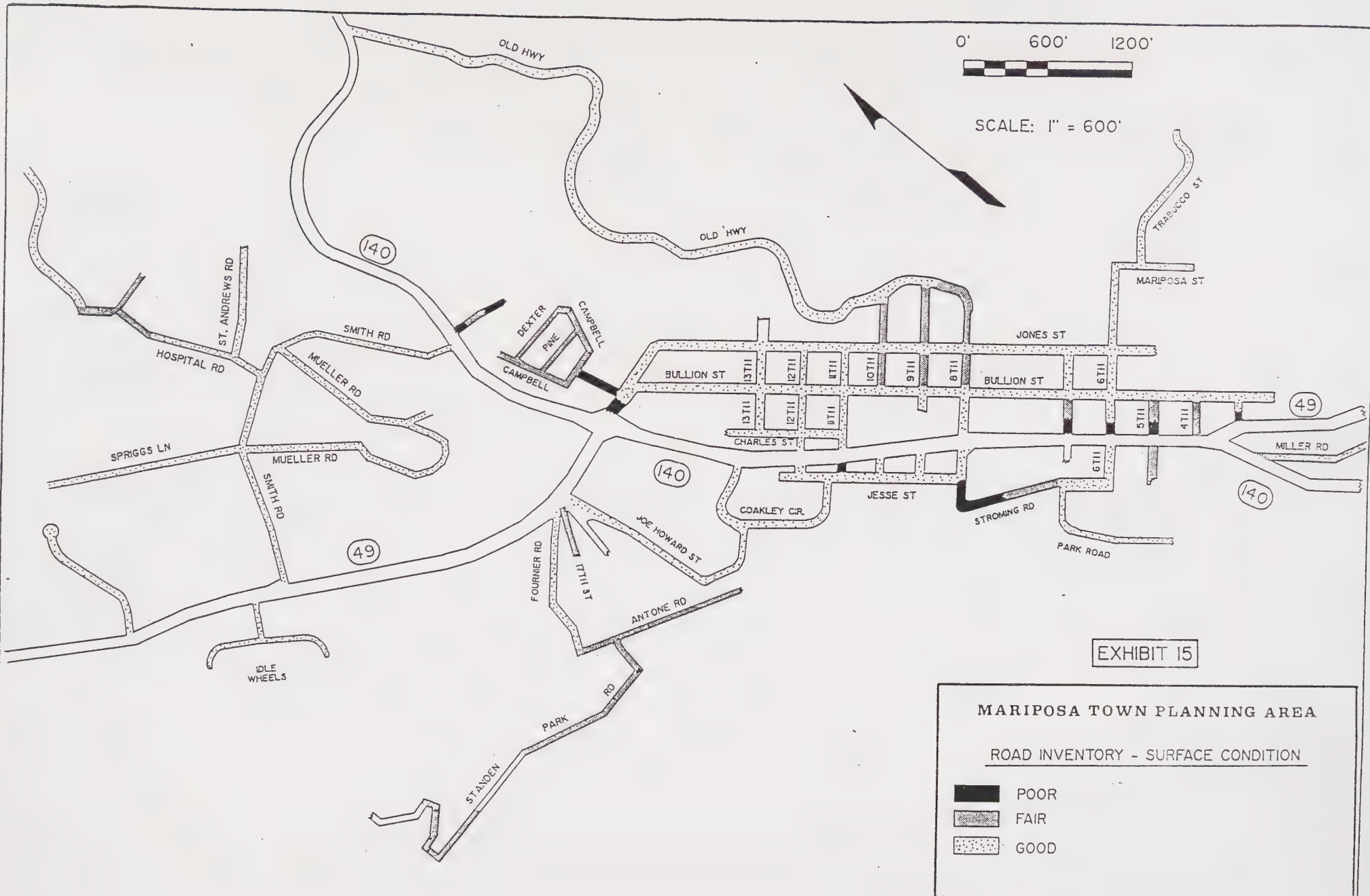
|                    | 1982  | 1985  | 1988  | Avg Annual Incr<br>1982 to 1988 |
|--------------------|-------|-------|-------|---------------------------------|
| Ben Hur/H49S       | 637   | 669   | 872   | 6.15%                           |
| Bullion/5th-6th    | 605   | 717   | 813   | 5.73%                           |
| Bullion/No. of 8th | 859   | 719   | 686   | -3.36%                          |
| Bullion/So. Jones  | 711   | 553   | 426   | -6.68%                          |
| Ckly Crcl/H140     |       |       | 1,261 |                                 |
| Ckly Crcl/Pst Off  |       | 2,738 | 2,390 |                                 |
| 8th/Mpsa Creek     |       |       | 120   |                                 |
| 8th/E. of H140     | 1,555 | 1,192 | 2,008 | 4.86%                           |
| 8th/E. of Jones    | 979   | 1,550 | 1,371 | 6.67%                           |
| 11th/H140          |       | 614   |       |                                 |
| 11th/Bullion       |       |       | 440   |                                 |
| Fournier/Howard    |       | 130   | 150   |                                 |
| Hospital/Smith     | 486   | 316   | 695   |                                 |
| Howard/H49N        |       |       | 202   |                                 |
| Howard/Ckly Crcl   |       |       | 223   |                                 |
| Idle Wheels MHP    |       | 452   |       |                                 |
| Jessie/9th         |       | 578   | 781   |                                 |
| Jessie/So. of 12th | 103   | 2,467 | 1,599 | 242.07%                         |
| Jones/H140         | 1,120 | 1,255 | 2,273 | 17.16%                          |
| Jones/Bullion      |       | 425   | 300   |                                 |
| Jones/No. of 8th   | 458   | 499   | 507   | 1.78%                           |
| Miller/H140        | 60    | 169   | 206   | 40.56%                          |
| Miller/Old Hwy     | 40    | 57    | 68    | 11.67%                          |
| Old Hwy/10th       | 105   | 112   | 128   | 3.65%                           |
| Old Hwy/H49S       | 746   | 725   | 725   | -0.47%                          |
| 6th/Stroming       | 494   | 569   | 1,076 | 19.64%                          |
| Smith/No. of H140  | 650   | 913   | 1,045 | 10.13%                          |
| Smith/No. of H49N  | 277   | 376   | 474   | 11.85%                          |
| Stockton Ck/H49S   | 81    | 124   | 74    | -1.44%                          |
| 10th/Jessie        |       | 1,720 | 1,781 |                                 |
| 3rd/H49S           |       | 424   | 580   |                                 |
| 12th/No. of H140   |       | 767   | 762   |                                 |
| 12th/So. of H140   |       | 1,204 | 1,167 |                                 |

Source: Mariposa County Department of Public Works.

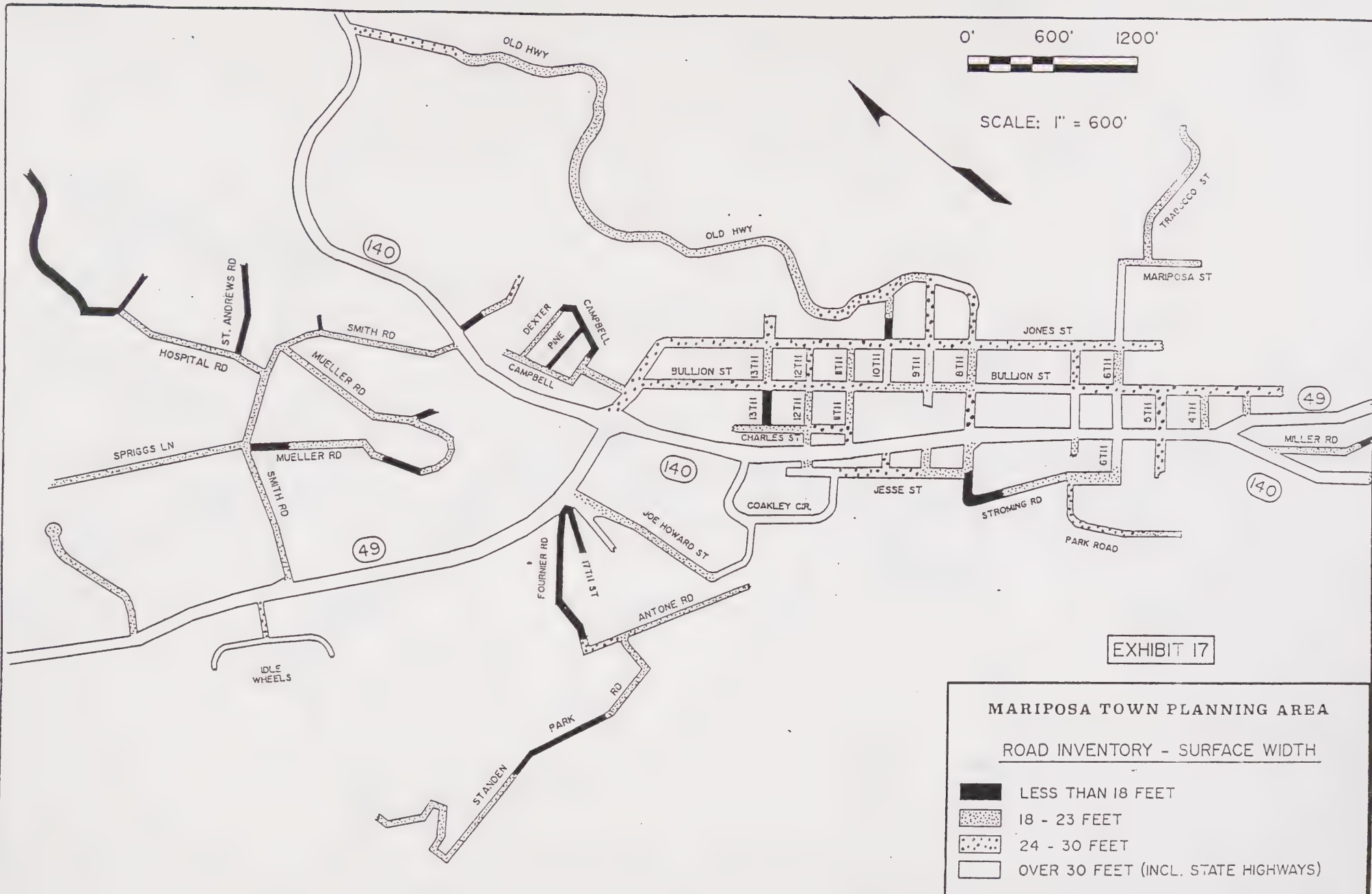












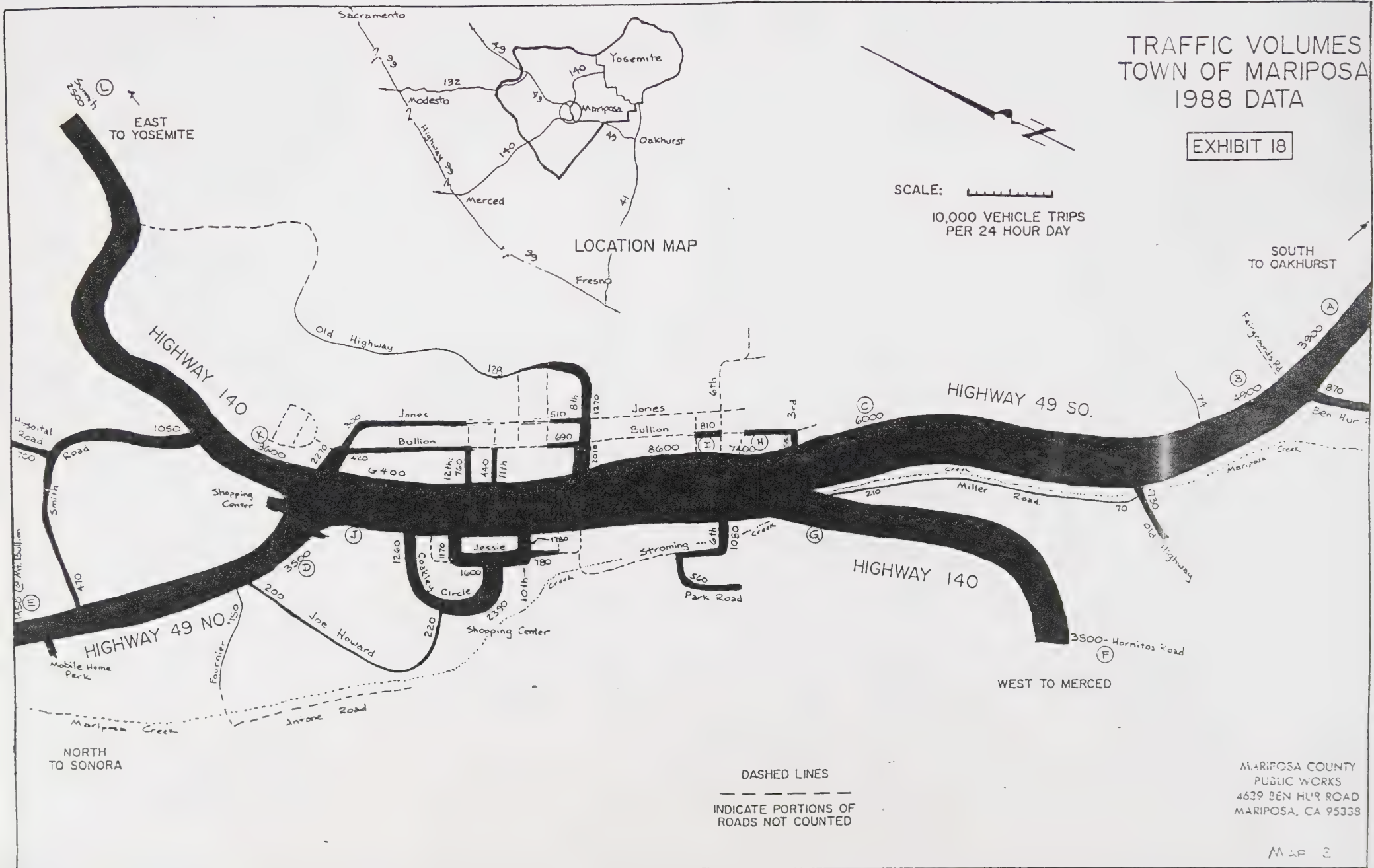


# TRAFFIC VOLUMES TOWN OF MARIPOSA 1988 DATA

EXHIBIT 18

SCALE:   
10,000 VEHICLE TRIPS  
PER 24 HOUR DAY

LOCATION MAP



MARIPOSA COUNTY  
PUBLIC WORKS  
4639 BEN HUR ROAD  
MARIPOSA, CA 95338

In order to connect the main streets, cross-streets were platted perpendicular to the main streets to provide access between the main streets and interior property. These cross-streets have gained importance with the placement of Highway 140 along the Charles Street right-of-way as these cross-streets provide access to the outer portions of central Mariposa from the heavily travelled highway. The cross-streets are designated Second Street near St. Joseph's Catholic Church to Thirteenth Street to the north. Access to the County Park and development west of Mariposa Creek is provided by Sixth Street, while Eighth Street is the primary access from Highway 140 to the County Courthouse area. Tenth and Eleventh Streets are utilized to access Coakley Circle from Highway 140. Jones Street and Bullion Street eventually join Highway 140 at the Highway 49 North intersection. Coakley Circle is a recently constructed loop road with access points at Highway 140 and Jessie Street and provides access to a partially developed commercial subdivision located between Jessie Street and Mariposa Creek.

Outside the central section of the TPA, streets and roads were not platted, and the existing streets and roads are remnants of historic roads (e.g. Old Highway, Miller Road) or were constructed to serve development (e.g. Campbell Street, Smith Road). Consequently, these streets and roads are generally not straight and were constructed to best conform to the terrain where possible. Some of the more important County streets and roads in the northern and southern sections of the TPA include:

1. Smith Road--The only access to the area north of Highway 49 North and west of Highway 140 including the Mueller Tract residential area and John C. Fremont Hospital is provided by this road.
2. Joe Howard Street--Coakley Circle and Highway 49 North are connected by this street which provides an alternate route for Coakley Circle traffic.
3. Fairgrounds Road--The County Fairgrounds and the adjacent commercial area are served by this road.
4. Ben Hur Road--Only a small portion of Ben Hur Road is located within the TPA, but this road serves a large residential area outside the TPA.

#### G. Private Roads

There are only a few roads within the TPA which are not maintained by the County or CalTrans. These private roads are generally dead-end roads which serve a specific development area. Of these roads, St. Andrews Road and the unnamed road serving the Italian Acres commercial development on Highway 49 North have been accepted by the County for public access and are available for public use. The other roads are private easements intended for use by only those served by the easement. These include Hospital Road, the road which serves the Idle Wheels Mobile Home Park and Mariposa Oaks Apartments, Antone Road, Standen Park Road, and Spriggs Lane. Hospital Road is a private road extension of the County-maintained



portion of Hospital Road and begins immediately north of the hospital. Hospital Road serves all development north of the hospital. Antone and Standen Park Roads provide access to residential development on the west side of Mariposa Creek. Spriggs Lane is a recently created road which travels along the western boundary of the John C. Fremont Hospital property and provides access to private property along its western edge.

Exhibits 13 through 17 show the location and characteristics of County and private roads within the TPA.

### **1.52 Public Parking**

Most of the public parking in Mariposa is provided by a downtown parking district which was formed in 1975 to provide public parking for downtown businesses (Exhibit 10). Downtown properties are assessed additional taxes to fund the district, and in return, downtown businesses are not required to provide on-site parking spaces or pay parking fees. Parking for these businesses and the downtown area is provided by two public parking lots located on Fifth Street west of Highway 140 and on Sixth Street between Bullion Street and Highway 140 (Exhibit 27). These lots contain approximately 82 spaces. There is also a County parking lot (20 spaces) located at the intersection of Bullion Street and Seventh Street which provides additional public parking for the area. These parking lots may be redesigned to provide additional parking spaces in the future. A vacant private parcel located on Sixth Street west of Highway 140 is leased to the County for parking but has not been improved or striped for parking. Public parking is also allowed in the downtown area along Highway 140 and along Fifth and Sixth Streets between Highway 140 and Bullion Street.

A public parking lot is presently not available in the Coakley Circle area, but the County has acquired two parcels across from the Post Office for public parking and tourist-related purposes. However, at this time, the parcel has not been improved for public parking. Public parking in this area is limited to two parking lanes along Coakley Circle and parking along Jessie Street adjacent to the Mariposa History Center.

### **1.53 Pedestrian Paths**

Internal circulation within the TPA is oriented for the automobile, and Mariposa lacks a comprehensive pedestrian circulation system. Pedestrian paths in town are limited with street and highway lanes and shoulders acting as walkways in many parts of town. Only two areas of town are developed with sidewalks--the downtown area and Coakley Circle--and there are no interconnecting pathways between these areas. Sidewalks and paths are also found in other parts of the TPA, but they were generally constructed for a specific parcel and do not connect with adjacent parcels and other pedestrian



paths. Specifically, pedestrian paths are developed in the following locations:

1. Sidewalks along the east side of Highway 140 from 100 feet south of Fourth Street to Seventh Street and along the west side from Fifth Street to 30 feet north of Seventh Street. These sidewalks are within the State Highway right-of-way and are elevated above the travel lanes between Fifth Street and Sixth Street. Pedestrian cross-walks across Highway 140 are found at Fifth and Sixth Streets.
2. Sidewalks along the north and south sides of Fourth Street from Highway 140 eastwards approximately 100 feet.
3. Sidewalks along the south side of Fifth Street from Highway 140 to Bullion Street.
4. Asphalt path along the south side of Eighth Street from Jones Street to the high school.
5. Sidewalk along both sides of Coakley Circle from Jessie Street to Highway 140.
6. Sidewalk along west side of Jessie Street from Coakley Circle to Bank of America.
7. Sidewalk along north side of Joe Howard Street from Coakley Circle to 500 feet west.
8. Sidewalk along south side of St. Andrews Street.
9. Sidewalk along northern, western, and southern edge of Courthouse.

#### **1.54 Other Transportation Modes**

The movement of goods and people to, from, and within the town of Mariposa is done predominantly by private automobiles and trucks. There are no railways or navigable waters in Mariposa County, and there is only one public airport in the County. The Mariposa-Yosemite Airport is located on Highway 49 North approximately two miles west of the TPA. However, the airport's flight path is restricted by terrain and the length of the runway is only 3,350 feet. Consequently, the airport cannot readily be used for commercial freight and passenger flights and is used primarily by small, private aircraft.

The Mariposa County Transit Program is a small-scale operation which provides limited internal and external public transit for TPA residents. The transit program offers once-weekly trips to Merced, eastern Mariposa County, southern Mariposa County, and Midpines/El Portal. Public transportation within and around the TPA is provided on a non-scheduled basis. Private bus companies provide daily transportation to Yosemite National Park and Merced from the TPA.

## 1.55 Mariposa Public Utility District

The Mariposa Public Utility District (MPUD) is an independent special district established in 1947. The District presently provides water, sewer, and fire protection services to 792 acres in the TPA as shown in Exhibit 10. The noteworthy areas of the TPA which are excluded from the District are the Fairgrounds area and the area north of the Hospital. The MPUD Sphere of Influence as adopted by the Mariposa Local Agency Formation Commission includes the area north of the Hospital but excludes the Fairground area.

### A. Water Service

MPUD provides water through a water system originally constructed in 1952. The water system's primary source of water is a dam and reservoir on Stockton Creek which drains a watershed of approximately 2,400 acres. The dam and reservoir are located directly east of the TPA and have a maximum capacity of 420 acre feet (Barrett 1, p. 3-1). In addition, MPUD utilizes ground wells to supplement the Stockton Creek Reservoir, and these wells had a capacity of 80 acre feet per year in 1989 (Barrett 1, p. 3-1). There are seven wells adjacent to the reservoir and nine wells in other parts of the TPA. Of these nine wells, seven were added to the MPUD system through the purchase of the Idle Wheels water system in 1989. Because of the drought conditions, several wells have become dry and no longer produce water, and the yields of the remaining wells have been reduced. During previous years, the 16 wells have produced enough water by themselves to adequately meet the demand of MPUD customers during the winter months, but at this time, water must be drawn from the reservoir to augment the winter water supply in addition to the summer water supply.

The existing water demand of the MPUD system is approximately 350 acre-feet (110 million gallons) per year (Barrett 1, p. 3-4). An acre-foot is the amount of water required to cover an acre of land with one foot of water. The annual water production of the District in 1988 which did not include the Idle Wheels water system at that time was 87,844,411 gallons, while the Idle Wheels system produced 19,229,828 gallons in 1987 (Barrett 2, p. 5-3). It is now estimated the District (including the Idle Wheels system) produces an annual yield of 109,000,000 gallons (Barrett 2, p. 5-3). However, because of seasonal fluctuations in the use of water, the monthly production of water of the District in 1988 (not including Idle Wheels) ranged from 4,416,251 gallons in December to 11,132,133 gallons in August (Barrett #2 5-3). Approximately 36% of the 1988 District water production occurred in the months of July, August, and September.

To treat the water from the Stockton Creek Reservoir and the surrounding wells, MPUD has a water treatment plant which performs the treatment processes of flocculation, sedimentation, filtration, and disinfection. The original water treatment facilities were constructed in 1952, but those facilities were replaced by a new treatment plant in 1984. The treatment plant is located along the



eastern ridge of town east of Trabucco Street and has a capacity of 500 gpm/700,000 gpd (Barrett 2, p. 4-1).

In November 1989 MPUD had 647 residential, 35 commercial, and 5 institutional (e.g. hospital, Mariposa High School) water connections (Barrett 2, p. 5-1). However, the District does not provide water service to all development within the District, and there are a number of private wells and water systems within the District especially in the northern and northwestern sections. These private wells and systems were originally developed to provide water to new development at a time when MPUD did not provide water service to the area outside the central section of the TPA. The District has recently changed its policy regarding water service to this area of the District, and MPUD now provides water service to all areas within the District subject to extension of water lines to the proposed development and available water.

Because of the finite amount of water available in the Stockton reservoir and the existing wells, MPUD determined in August 1990 there were only approximately 130 residential-equivalent connections available for new development (Conversation with Mark Rowney, MPUD General Manager, 8/8/90). However, the yields for the MPUD wells have decreased since that time, and in December 1990, MPUD imposed a moratorium on new water connections. MPUD lifted the moratorium in December 1991 and stated water connections equivalent to 100 single family residential connections were available from the existing water supply. The moratorium was lifted based on an analysis of water production and demand for the past four (4) years and testing of a new well that MPUD is acquiring (MPUD Press Release, 12/4/91). This well had been developed as part of a motel development project so that the project could obtain MPUD water service.

Outside the district, private wells are utilized to supply water to development, including the Fairgrounds complex and adjacent commercial development. To address the long-term water needs of the TPA, MPUD in conjunction with the County of Mariposa is pursuing the development of a water system to extract water from the Merced River. This project, known as the Saxon Creek Water Supply Project, will draw water from the Merced River and transport it by pipeline to the Stockton Creek Reservoir. The project, if constructed, will provide a dependable, year-round water supply that will adequately meet the future demands of the TPA, even if fully built-out as permitted by the Specific Plan.

#### B. Water Storage

MPUD presently has three water storage tanks to provide water storage for equalizing storage, emergency reserve, and fire protection purposes. The tanks are primarily utilized for fire protection with water service secondary. The water storage system consists of a 1,000,000 million gallon steel tank near the treatment plant, a 150,000 gallon elevated steel tank adjacent to the Hospital, and a 70,000 gallon reinforced concrete tank south of



the Idle Wheels Mobile Home Park (Barrett 2, p. 4-3). The water storage system is deficient by 128,800 gallons to meet the water storage requirements of existing development in the District (Barrett 2, p. 5-7).

The treatment plant tank serves the central section of the TPA designated as Pressure Zone 1 and is presently meeting the water storage demands of development in this zone. The Hospital tank which serves Pressure Zone 2 (Smith Road/Hospital Road area) is also presently meeting the demands of development within its zone. However, the Idle Wheels tank is severely undersize to meet the demands and support existing development in Pressure Zone 3. The Idle Wheels tank serves the Idle Wheels Mobile Home Park, Mariposa Oaks apartments, the California Department of Forestry headquarters, and development adjacent to Highway 49 North, and it is estimated 208,000 gallons of water storage is needed to support existing development in this zone (Barrett 2, p. 5-7). The tank presently has a capacity of 70,000 gallons so there is a deficit of 138,000 gallons in Zone 3. Outside the District, there are no water storage facilities except for residential storage tanks.

### C. Water Distribution System

Water is distributed to the water users of the District by a series of water lines, 10-inch diameter and less, connected to the water treatment plant and the wells in the District. Two 10-inch iron pipes transport water from the treatment plant to connecting lines at Sixth and Eighth Streets to supply users in Pressure Zone 1. The water lines in Zone 1 are quite extensive, however the condition of these lines is generally poor due to the age of the lines.

Pressure Zone 2 is supplied water from a 6-inch line connected to a line in Zone 1 and from wells along Smith road. The 6-inch line runs from Bullion Street to the Hospital, and a booster pump station connects the extension line with the Bullion Street line because the Hospital is at a higher elevation than Bullion Street. The lines from Bullion Street to the Hospital are in good condition, but the lines constructed to the Mueller Tract residential area are in extremely poor condition and will need to be replaced. Recent line additions such as the one along Spriggs Lane meet current standards and are in good condition.

The distribution system for Pressure Zone 3 is the least extensive of the three pressure zones. The distribution lines serve only the Idle Wheels Mobile Home Park, Mariposa Oaks apartments, and development northwest of the mobile home park. The area north of Highway 49 North and southeast of the mobile home park are not presently served by distribution lines. The distribution lines are oriented towards the wells in this zone since it was previously a private water system, but there is a 6-inch line which connects Zone 3 with Zone 1. The 6-inch line has a pressure reducing valve (PRV) to allow water to flow from Zone 3 to Zone 1. The

distribution lines in Zone 3 do not meet existing standards but are in good condition.

#### D. Wastewater Treatment Service

The existing wastewater treatment plant was constructed in 1984 to replace a treatment plant built in 1958. The treatment plant provides secondary treatment through an oxidation ditch and pond system and is located adjacent to Mariposa Creek approximately 2,000 feet southeast of the Highway 140/Highway 49 South intersection. The design capacity of the plant is 610,000 gallons per day (Barrett 3, 4-4) which is adequate to serve at least 6,000 residents, 2775 students, 853 commercial users, 45 hospital patients, 525 motel occupants, and 6,790 tourists (Barrett 2, 9-3). As such, the plant will be able to meet the wastewater treatment demands of the entire TPA to at least the year 2010. The average daily flow of the plant in 1989 was 132,560 gallons which is only 18% of the plant's capacity (Barrett 2, p. 9-3). However, the sludge dewatering process unit of the treatment plant is operating above capacity and will need to be repaired and expanded in order for the treatment plant to accomodate substantial quantities of additional effluent (MPUD letter, 6/27/91).

Nearly half of the wastewater flow for the treatment plant is estimated to be generated by non-residential uses (Barrett 2, p. 9-3). Table 16 shows the average daily flow for each type of use in 1989. The seasonal variation of wastewater flows is not as great as water production, but there is an increase in domestic and commercial flows during the summer months with the increase in tourist traffic. However, actual wastewater flows from the plant are greatest during the winter months due to infiltration and inflow of stormwater into the sewer system. Wastewater flows are greatest during and immediately after rainstorms because of the stormwater runoff.

A number of private on-site septic systems still serve residential and commercial development in the District, especially in the northern and northwestern sections of the District. It is estimated 300 residences and businesses, including the CDF headquarters, rely on septic systems, but MPUD has adopted policy and regulations to phase out septic systems in the District (Barrett 2, p. 8-2). All new and expanded development in the District is required to connect to the treatment system, and development with failing systems are also require to connect. All development outside the District is served by on-site septic systems.



TABLE 16

## MPUD WASTEWATER FLOWS FOR 1989

| <u>Source of Waste</u>   | <u>Average Daily Flow (gallons)</u> |
|--------------------------|-------------------------------------|
| Residential              | 67,360                              |
| Students                 | 17,240                              |
| Commercial and Commuters | 10,760                              |
| Hospital Patients        | 4,250                               |
| Motel Occupants          | 14,950                              |
| Tourists                 | 18,000                              |
| Total                    | 132,560                             |

Source: Barrett Consulting Group. A Water and Sewer System Master Plan for the Mariposa Town Planning Area (November, 1989), Page 9-3.

#### E. Wastewater Collection System

The wastewater treatment plant is at an elevation of approximately 1,875 feet and is downstream and below all sewer connections. Sewer is collected by gravity flow through a collection system consisting of one 8" diameter trunk line and several main lines of 6" diameter. The trunk line parallels Mariposa Creek and extends from the intersection of Highway 49N with Mariposa Creek to the treatment plant adjacent to Miller Road. All the main lines except one enter the trunk line from the northeast with main lines entering the trunk line at Idle Wheels Mobile Home Park, Joe Howard Street, Coakley Circle, and Highway 140/Highway 49S intersection. The Highway 140/Highway 49S main line collects all wastewater from connections east of Jessie Street including the eastern half of the Smith Road area and Hospital Road. Several notable areas not presently reached by the sewer collection system are the western half of the Smith Road and Mueller Road area and the area on the north side of Highway 49 North.

The condition of the sewer collection lines in the District is generally poor with lines in extremely poor condition in the Mueller Tract area. In addition, there are a number of residences and businesses in the Mueller Tract area and surrounding area which are still served by on-site septic systems. MPUD is pursuing the establishment of an assessment district in the Mueller Tract/Smith Road area to repair deficient sewer lines and extend sewer lines to existing development.

There is adequate capacity in the treatment plant to provide wastewater treatment to uses in the Fairgrounds area. However, the Fairgrounds area is at a lower elevation than the treatment plant, and if sewer collection lines are to be extended to the Fairgrounds area, sewage will have to be pumped from the Fairgrounds area to the treatment plant. This will require special design



considerations and increase the costs of providing wastewater treatment to the Fairgrounds area.

#### F. Fire Protection Services

The Mariposa Public Utility District is authorized to provide fire protection services and has been designated as the fire protection agency for property within the District. The District's fire protection services consist of a volunteer fire company with two fire engines. The District fire station is located near the intersection of Seventh Street and Bullion Street in the MPUD office building. The most effective fire protection measure available in the District is the fire hydrant system. Fire hydrants are located throughout the District and are connected to the MPUD water system, and the hydrant system is able to provide fire protection water to most of the development in the District. However, the water storage system is presently deficient in meeting the water storage requirements of the District, especially in Pressure Zone 3 which only has 36% capacity of the current storage requirement. The California Department of Forestry (CDF), Mariposa County, and MPUD have entered Mutual Aid and Automatic Aid Agreements to share fire protection capabilities. Under these agreements, CDF responds to structural fire within MPUD and MPUD responds to structural and wildland fires outside MPUD. CDF is the responsible agency for wildland fires within MPUD.

#### 1.56 Drainage

The terrain of the TPA allows for the natural drainage of stormwater into Mariposa Creek. As discussed in Section 1.22, there are several intermittent streams and numerous drainage courses that drain the eastern ridge and flow into Mariposa Creek. These natural drainages are utilized where possible to receive stormwater discharges from developed areas. In those areas where development has not incorporated natural drainages into their drainage system or the natural drainages have been displaced, man-made drainage facilities have been constructed to channel stormwaters to natural drainages and Mariposa Creek. The drainage facilities generally follow the previous course of natural drainages, and in many cases, drainage along a particular course is channeled by a combination of natural drainage courses and man-made drainage facilities. Exhibit 7 shows the locations of natural drainage courses and drainage facilities in the TPA.

A stormwater drainage plan has not been implemented in the TPA, and as such, drainage and drainage facilities have been addressed and constructed on an individual project/parcel basis. In addition, most of the frontage along the streets and highways has not been constructed with curb and gutter to facilitate drainage. In some areas of the TPA, necessary drainage facilities have not been constructed or have been undersized, and drainage to Mariposa Creek has been blocked and hindered in these areas although it is not a major problem at this time.

## 1.57 Other Public Services

### A. Fire Protection Services Outside MPUD

The County of Mariposa is the responsible agency for structural fires in the TPA outside the MPUD boundaries and provides fire protection services primarily through its volunteer fire company program. The Mormon Bar fire station is located in the southern portion of the TPA and can provide a quick response to fires in the Fairgrounds and Mormon Bar areas. The California Department of Forestry (CDF) is the responsible agency for wildland fires in the TPA, and the Mariposa-Madera Ranger Unit headquarters is located in the TPA along Highway 49 North. Extensive fire protection equipment and manpower is available from CDF at this station. In practice, both CDF and the County generally respond to both structural and wildland fires. In addition, MPUD fire protection services are available to respond to fires in the TPA outside the District during emergencies.

### B. Street Lighting

A lighting district was formed in 1922 to provide street lighting in town. The Mariposa Lighting District encompasses the central portion of the TPA but excludes the Fairgrounds area, the area north of the Hospital, and the extreme northwestern part of the TPA (Exhibit 10). Street lights have generally been placed along Highways 140 and 49 North, Jones St, Bullion St, Smith Road, Mueller Road, and Coakley Circle to provide street lighting for established commercial and residential areas.

### C. Parks and Open Space

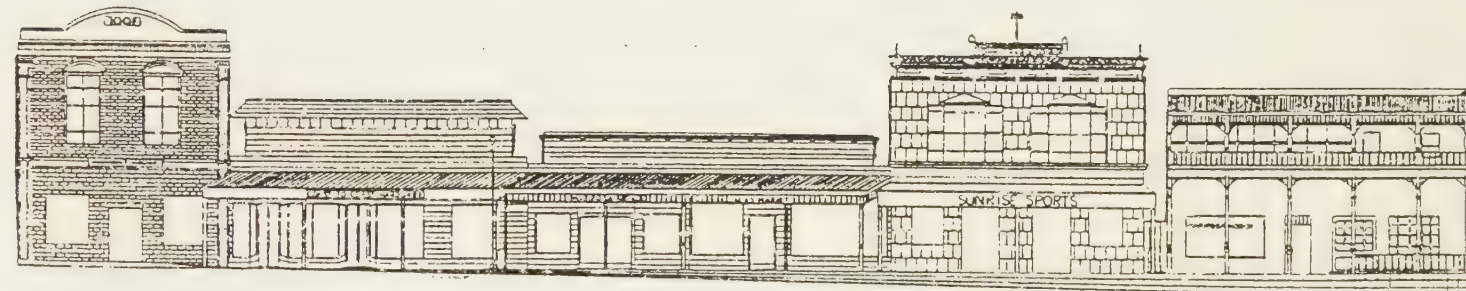
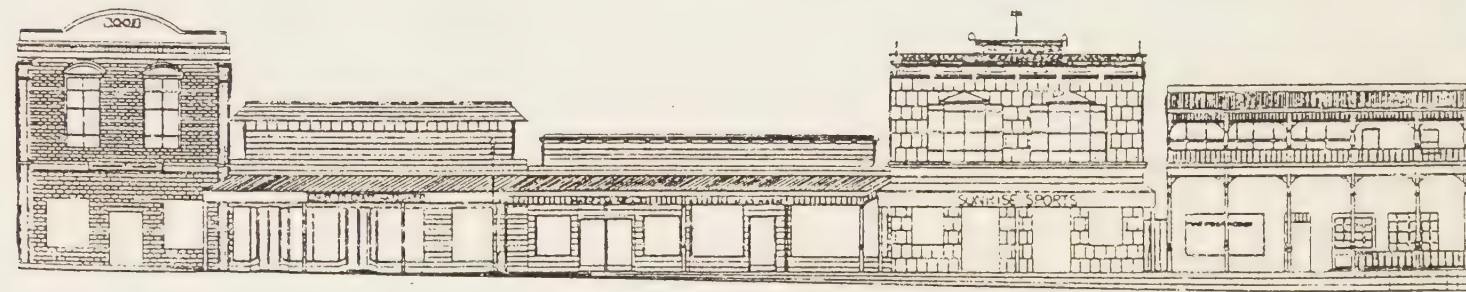
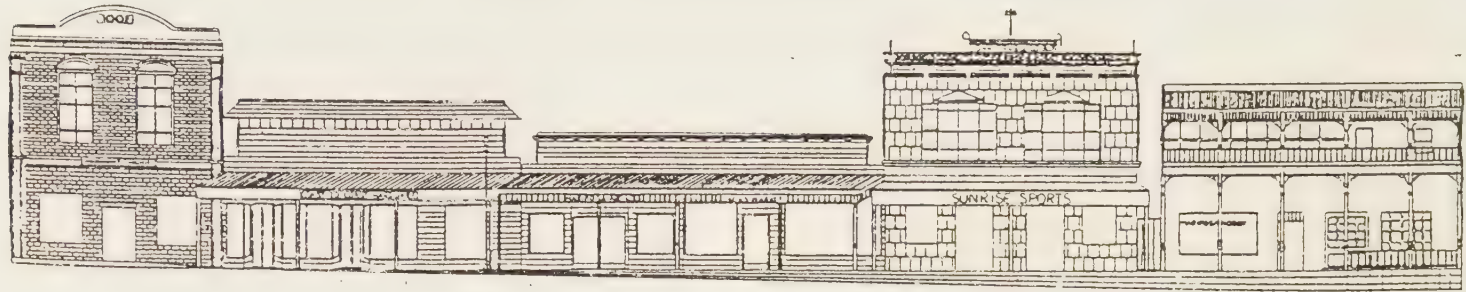
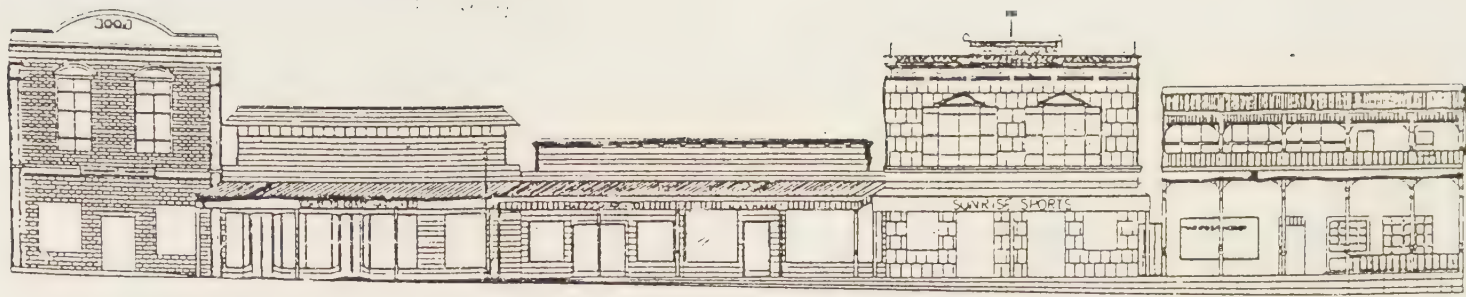
Open space and park facilities in the TPA are limited to Mariposa County Park, Mariposa High School, and the County Fairgrounds. Facilities available at the County park include a swimming pool, two tennis courts, a lawn area, picnic tables, and an amphitheater. Elevated above the downtown area, the park is situated on the western ridge of the TPA at the end of Park Road. The park has been developed on moderate to steep slopes which limit the available area for expansion. Pedestrian access to the park is strongly discouraged by the park's distance to the downtown area, the steepness of Park Road, and the lack of pedestrian paths along Stroming Road and Park Road. Athletic playing fields are found at the high school and are available for organized recreational activities. The County Fairgrounds provide picnicking facilities for use by the public.

### D. Schools

The Mariposa County Unified School District (MCUSD) is the responsible district for elementary and secondary education in the TPA and for the entire County. The administrative offices of the MCUSD are located on Highway 140 between Eighth and Ninth Streets. Educational facilities of the MCUSD located in the TPA include

Mariposa High School and Mariposa Elementary School. These schools are located east of Jones Street between Seventh and Ninth Streets. The district owns property adjacent to these schools which will allow for expansion of these schools. Exhibit 11 shows the location of the schools and all MCUSD property. The elementary school serves students in the TPA and the central part of the County, while the high school serves high school students in the entire County. Junior high school students in the TPA are transported to Mariposa Junior High School on Silva Road in the Bootjack area. The continuation high school for the district (Spring Hill High School) is located immediately southwest of the TPA on Highway 140.





## 2. Community Development Goals, Objectives, and Policies



## SECTION 2.1 BACKGROUND

The Mariposa County General Plan, originally adopted in February of 1978, and updated and amended since that time, designates eleven established communities as Town Planning Areas (TPAs). The designated town planning areas include the community of Mariposa which is unincorporated. The stated purpose of town planning areas is to provide basic services, and to function as centers of commercial and industrial activity, and population concentrations. The General Plan mandates that specific land use policies be developed and implemented for each town planning area to insure orderly growth. Maximum citizen participation is encouraged in the execution of this task.

Shortly after the adoption of the General Plan in 1978, the County initiated work on the Mariposa Town Planning Area Specific Plan. In the interest of maximizing public participation, a citizens committee was impaneled. Twenty-two members of the community served on this panel and their efforts resulted in the adoption of the initial specific plan for the community in 1981. The plan, although adopted, was not fully implemented through zoning standards until 1988.

Substantial development began occurring in the community in 1984 when a new sewage treatment plant was finished and the moratorium on sewer connections was lifted. In response to this growth and a general desire to update land use plans every five years, the Board of Supervisors impaneled the Mariposa Community Planning Advisory Council in 1985 to review and update the plan. The council consisted of nine citizens from within the community and several ex-officio members representing interest groups and County officials. The council met numerous times over a two year period and generated a final report of their recommendations for modification of the specific plan in 1987.

The Planning Advisory Council's report was presented to the County Planning Commission in June of 1987. The Planning Commission completed their review of the plan in April of 1989 and forwarded their recommendations to the Board of Supervisors. In October, 1989, the Board directed the Planning Department to prepare a revised specific plan and environmental impact report based upon the Council's report and selected recommendations of the Planning Commission and Board of Supervisors. This specific plan was prepared based upon this direction.

## SECTION 2.2 INTRODUCTION

### A. Purpose and Scope of Plan

Authorization for the preparation of a specific plan is provided for under Government Code Section 65450 et seq. A specific plan is a detailed plan for the development of a specific area and its purpose is to facilitate the systematic implementation of the



County's General Plan. This plan applies to the area of the County designated as the Mariposa Town Planning Area, which is illustrated in Exhibit 3, and specifies the overall goals and objectives, guiding policy, and standards for planning efforts and development in the TPA. This plan contains policies and standards regulating the distribution and location for land uses, standards and criteria for development, recommendations for the provision of community services including public buildings, parking, transportation facilities, and water and sewer systems, and implementation measures including financing programs. The plan also contains data regarding existing conditions within the Town Planning Area, which affected the establishment of the land use policies and development standards contained herein. It is intended that this plan serve as both a long term policy guide for growth and development in the community as well as providing specific zoning and improvement standards immediately applicable to all development.

## **B. General Plan Consistency**

Section 65450 et seq. of the Government Code requires that specific plans accomplish "the systematic implementation of the general plan..." The Code also requires that a specific plan "be consistent with the general plan". The specific plan must be responsive to the goals and policies established by the General Plan. It is the intent of this report to adopt, by reference, the Mariposa County General Plan Elements. These specific elements, and the method by which this plan addresses them, are discussed in this section.

### **1. Land Use, Open Space, and Conservation Elements**

The community of Mariposa is designated as a Town Planning Area by the General Plan. The General Plan states that TPA's shall be considered centers for service, commerce, industry and population. While providing for the growth of Mariposa to accomplish this function by developing specific land use policies for residential, commercial and light industrial land uses, the Plan also addresses a number of the specific goals of these elements.

- The Plan provides for commercial, industrial and higher density residential uses in areas which are suitable, based on access, terrain, infrastructure availability and compatibility with adjoining areas.
- The Plan provides for the needs of a growing County with provisions for the development of a center for higher density and intensity uses, which is not on lands classified for agricultural or forest production; with known mineral resource of economic value; managed for open space values; within an identified scenic conservation area, which are known habitats for any species of rare or threatened plants

or animals, or recognized as key wildlife areas within the County.

- The Plan sets forth policies and programs for the development of infrastructure requirements including community sewer and water systems to accommodate the level of development provided for by the land use plan. Community sewer and water systems protect ground water quality and quantity. Policies and programs address financing for facility construction, and for operation and maintenance costs.
- The specific plan identifies programs for the protection of sensitive scenic resources and wildlife habitat within the community.

## 2. Circulation Element

The Land Use Plan and the Circulation Plan for the Mariposa Town Planning Area were developed concurrently to insure that the proposed circulation system is adequate to meet the needs of the land uses permitted by the land use plan. The circulation system also recognizes the current and future needs of the 1.25 million tourists traveling through the community. The proposed circulation system addresses several specific goals of the General Plan Circulation Element as follows:

- The Plan provides for the safe, efficient and economical movement of people and goods within and through the Town Planning Area by including a proposed circulation system, road improvement requirements, and a program for road maintenance.
- The Plan improves the economic climate of the County by making provisions for light industrial uses which include adequate ground transportation facilities.
- The Plan encourages growth to occur in an orderly manner by provisions requiring road improvements necessary to support specific development projects and by planning for the upgrading of existing transportation facilities to accommodate existing and future levels of traffic.

## 3. Housing Element

The General Plan Housing Element provides policies and programs to ensure that adequate housing for all segments of the community is provided over time. The most significant housing need over the short and long term is related to low and moderate income families. The Housing Element recommends the designation of adequate area for multi-family housing and mobile home parks to satisfy this



need. Within this need group, senior citizens have been targeted as a special concern. The proposed specific plan addresses the relevant programs of the Housing Element as follows:

1.1 The Planning Department shall regularly review their permit procedures in order to reduce the cost and time of processing permits.

The specific plan establishes specific zones and development standards which have the effect of reducing discretionary review time frames. Special zones, requiring specific discretionary review, are only required where necessary based upon environmental constraints and/or land use compatibility issues.

2.3 The County will provide a 25 percent density bonus or equal incentives for those projects in which 25 percent or more of the units will be affordable to persons of low or moderate income or if ten percent of the units will be affordable to lower income households as provided in Section 65915 of the Government Code.

The specific plan provides provisions for the 25 percent density bonus or equal incentives for qualifying projects.

2.4 The County will continue to allow second units in conjunction with single family residences.

All single family residential zoning districts allow for secondary residences as a permitted use, except for SFR 9,000 which allows for such units with a conditional use permit.

2.5 The County will continue to allow mobile homes in residential zoned areas and will not adopt unreasonable restrictions regarding their size or architectural features which would prevent them from being placed in these areas.

Mobile/modular homes are allowed within all Single Family Residential districts. Architectural standards are contained within the Historic Design Review Overlay District which may be difficult for a mobile home to comply with, however, these architectural standards are justified based upon the National Register and local recognition of the importance of this district.

3.1 Whenever the County updates its' zoning ordinance, general plan or specific plans, it shall ensure that enough land is set aside for all types of residential development.



This analysis is provided in Section 2.4 and implemented in Section 3.0.

3.2 The Planning Department will conduct land use surveys to identify vacant land that is residentially zoned or has residential potential and is served with water and/or sewer service. The Planning Department will use this information to identify lands that could support higher residential densities. The County will re-zone an adequate supply of these lands to higher density residential uses if compatibility problems would not arise.

This analysis is provided in Section 2.4 and implemented in Section 3.0.

3.3 The County will encourage and assist special districts to expand and improve their sewer and water service capabilities if such improvements are consistent with the County policies.

This specific plan incorporates expansion plans and financing mechanism for the Mariposa Public Utility District Water and Sewer System.

7.4 The County will encourage the construction of housing for senior citizens near areas where a full range of governmental, commercial and medical facilities exist.

The community of Mariposa is uniquely suited to meet this program. Specific programs include the establishment of zoning for multi-family units and mobile home parks and the provision of "second floor units" in conjunction with commercial developments.

7.6 The County will encourage non-profit and for-profit groups and individuals to provide low cost child day care facilities in appropriate areas of the County.

Residential day care centers are specifically allowed within the residential districts.

9.1 The County will identify sites where new industries could be located with a minimum of delay in complying with environmental regulations.

The plan sets aside 266 acres of primarily undeveloped land for commercial and industrial uses with the proper zoning and provisions for infrastructure identified. Based upon these designations, job creating developments should occur with a minimum of delay.

12.3 The County will adopt appropriate policies in its' General or Specific Plans to regulate the conversion of condominiums.

The specific plan includes policies and standards relative to condominium conversions.

#### 4. Noise Element

Preparation of the Specific Plan for Mariposa included a thorough review of the Noise Element of the General Plan, and confirmation that the standards and definitions were appropriate for the community. Preparation of the land use plan, designation of permitted uses, and preparation of development standards responded to the policies and goals of this element of the General Plan in a number of ways. Initially, the land use plan locates the higher intensity and density uses (which have the potential to produce greater levels of noise) together, and adjacent to the State Highway and major County roads. These include the commercial and light industrial land uses. Surrounding the commercial use is the multi-family residential use, which may produce greater levels of noise than the single family residential use. The single family residential use is primarily located on the boundaries of the Town Planning Area. This configuration of land uses is intended to provide an appropriate and effective buffer between the uses producing higher and lower noise levels, and to protect the rural areas surrounding the TPA. In addition, the uses permitted within the land use classifications, especially the light industrial land use, were selected with concern for creating a small town character appropriate for this rural county. Development standards for light industrial uses and multi-family residential developments include provisions for open space and landscaping requirements, which represent further efforts to reduce and minimize off-site noise impacts of these uses.

#### 5. Safety and Seismic Safety Elements

These elements provide direction to protect the community from fire, flood, and geologic hazards, and to identify and appraise seismic hazards. The Specific Plan for Mariposa furthers the overall governing policies of these elements by providing for and accomplishing the following:

- Higher density and intensity land uses are proposed in an area with existing fire suppression services. While much of the TPA is designated within the extreme fire hazard severity classification, a portion is within the low fire hazard severity classification. With the level of existing fire protection facilities and service, and standards for development provided by

the Specific Plan, the hazard from wildland fires will be significantly reduced. While the domestic fire hazard may be increased in the TPA, the MPUD Fire Department and the California Department of Forestry provide (a higher level of) fire protection than is available in other areas of the County.

- The floodway and flood plains of Mariposa Creek and Stockton Creek have been mapped within the Town Planning Area. Flood base level elevations have been generated for Mariposa Creek within the TPA. The specific plan contains development regulations controlling development within these flood plains. These regulations are specifically designed to minimize damage that may occur in flood situations.
- Lands within the Mariposa TPA are mapped as containing a high hazard from landslides associated with weak rock and development on steep slopes. The steep ridgeline areas within the TPA are protected by large minimum parcel sizes. The intermediate slopes on the lower portions of the ridge are subject to special development standards designed to minimize grading and disturbance. These special standards adequately address the landslide and rockfall hazard.

#### 6. Recreational Element

The specific plan identifies specific park projects, including the Mariposa Creek Parkway, that specifically implement the recreational element of the General Plan.

#### 7. Historic Preservation Element

The Mariposa TPA is rich in historical resources and contains documented archaeological resources as well. The specific plan contains a detailed program of policies and standards designed to protect and promote the restoration and enhancement of the community's historical resources. The specific plan contains standards for the identification and protection of archaeological resources.

### C. Opportunities and Issues

The planning process must evaluate the circumstances which are unique to a given area in order to determine the purpose of the planning effort and to determine what specific opportunities and constraints to growth and development exist. In this regard there are two distinct issues to be addressed; (1) the uniqueness of Mariposa as a community within the County and the region, and (2) the opportunity provided by this first major update to an existing specific plan within the County.



1. The Community of Mariposa - The community consists of a number of unique and specific characteristics that are significant in planning for future growth and development:
  - a. Mariposa is the center of government for the County and contains regional offices of State and Federal agencies.
  - b. Mariposa is the largest community within the County from the standpoint of population and commerce.
  - c. Mariposa is located at the intersection of State Highways 140 and 49 which are the two most heavily traveled roads within Mariposa County.
  - d. Mariposa is located on one of the primary routes to Yosemite National Park and more than one million visitors to the park pass through Mariposa annually.
  - e. Mariposa contains the largest concentration of tourist accommodations (300 rooms) within the County outside of Yosemite Valley.
  - f. Mariposa is the regional center of commerce and service for the County south of the Merced River.
  - g. Mariposa has significant development constraints relative to steep slopes and flood plains.
  - h. Mariposa currently is affected by a short (drought related) and long term shortage of water.
  - i. Mariposa retains a small town, rural character.
2. Opportunities associated with the update of the Plan.

This specific plan represents the first major update to an existing community plan within the County. This creates a number of unique opportunities:

- a. Ability to re-evaluate the previously identified goals to determine if they remain appropriate.
- b. Ability to evaluate the implementation measures to determine if the desired effects were achieved.
- c. Ability to identify changed conditions that were not addressed in the original planning effort.
- d. Ability to fine tune the plan because many of the basic policy decisions have already been made.

The Mariposa Community Planning Advisory Council worked within the context of these unique opportunities and

concentrated on the following issues which provide the framework for this specific plan.

1. Vehicular Circulation Plan
2. Vehicular Park Plan
3. Pedestrian Circulation Plan
4. Community Enhancement Plan
5. Infrastructure Plan
6. Land Use Plan and Standards Update

3. Future Evaluation of Specific Plan

In order to ensure that the goals and objectives of the Specific Plan can be properly achieved through its implementation, the Planning Commission will review the Specific Plan every two (2) years for necessary amendments to address any ambiguities, conflicts, or unforeseen situations which may arise upon implementation of the Plan. The Planning Commission will forward a report to the Board of Supervisors which outlines the Commission's findings and recommends amendments to the Specific Plan. Based on this report, the Board will initiate appropriate amendments to the Specific Plan.

The Board has identified one issue that needs to be studied further--the retrofitting of woodstoves to comply with Phase II standards of the United States Environmental Protection Agency at the time a residence is sold. This issue should be studied in conjunction with air quality studies for the TPA and County and the formulation of Countywide air quality standards.

### SECTION 2.3 COMMUNITY GOALS

The guiding goal of the Mariposa County General Plan provides the framework for goals and objectives for the Mariposa Town Planning Area. The County's fundamental goal for planning efforts is:

"TO PROVIDE FOR THE GREATEST OBTAINABLE CONVENIENCE, PROSPERITY, HEALTH, SAFETY, COMFORT, PEACE, MORALS, AND GENERAL WELFARE OF PRESENT AND FUTURE RESIDENTS AND VISITORS TO THE COUNTY."

This overriding goal is appropriate for the community of Mariposa and is furthered by the following specific goals of this plan:

1. To provide for an orderly urban expansion of the Community of Mariposa.
2. To provide for, and promote, planned commercial, industrial and residential development within the Mariposa Community Planning Area.
3. To promote the recreation and tourist industry of the community.
4. To preserve and protect the historical sites and structures of the community for the benefit of future generations.
5. To promote and provide an effective and safe circulation system within the community.
6. To preserve and protect the fragile ecology of the community specifically with respect to the hillsides of the townsite and Mariposa Creek.
7. To promote and provide adequate and cost effective public services such as fire protection, water and sewer services.
8. To develop an adequate program for the evaluation of public buildings and facility needs.
9. To insure a safe and healthful environment for residents and visitors alike.
10. To promote the provision of a diversity of housing types and costs to meet the varied needs of present and future residents of the community.
11. To preserve and protect the rural small town flavor of the community.



## SECTION 2.4 LAND USE OBJECTIVES AND POLICIES

This section provides a discussion of the elements of the plan relative to the identified goals.

### A. Residential

The general objective of the residential land uses in the plan is to provide safe and healthful housing for all economic segments of the community. To provide baseline information to evaluate these policies, the following background information is provided.

In 1986 there were approximately 569 housing units within the Mariposa Town Planning Area accommodating an estimated population of 1164 people. The community has experienced rapid growth since that time adding a total of 196 new dwelling units in 5 years. This equates to an average annual growth rate of 6.2% which is over two (2) times the Countywide annual growth rate of 3.0%. Of the new units added the last 5 years, 82% are either multi-family units or mobile homes. The majority of these new units serve low and moderate income working families and senior citizens, as projected. It is projected that the ratio of units targeted for low to moderate incomes will remain high, although not as high as the last 5 years.

The above information was utilized to develop residential growth projections for the next 20 years within the TPA. For the purpose of estimating growth, we used the Countywide annual growth rate of 3.0% as the low estimate and the recent Mariposa TPA annual growth rate of 6.2% as the high estimate. Growth was projected using "straight line" techniques which typically over estimate growth over time but are adequate for the purposes of this analysis.

**TABLE 17**

#### **RESIDENTIAL GROWTH PROJECTIONS FOR MARIPOSA TPA**

| <u>Year</u> | Population Estimate |             | Total Housing Unit Estimate |             |
|-------------|---------------------|-------------|-----------------------------|-------------|
|             | <u>Low</u>          | <u>High</u> | <u>Low</u>                  | <u>High</u> |
| 1986        |                     | 1164        |                             | 569         |
| 1991        |                     | 1565        |                             | 765         |
| 1996        | 1814                | 2114        | 887                         | 1033        |
| 2001        | 2103                | 2856        | 1028                        | 1396        |
| 2011        | 2826                | 5212        | 1382                        | 2548        |

Notes - Low Growth Projection 3.0% annual  
High Growth Projection 6.2% annual  
Household Size 2.2 people  
Vacancy Rate 7%

The preceding table projects the need for between 617 and 1783 new housing units within the community within the next 20 years. The following residential land uses have been established to meet this growth demand and to meet the specific programs established by the Mariposa County General Plan Housing Element.

1. Single Family 1/2 acre Minimum Parcel Size - Approximately 613 acres of primarily undeveloped land are located within this classification. It is anticipated that this classification would accommodate larger, more expensive, single family homes, however, mobile homes would also be allowed on the parcels. It is anticipated that the majority of the homes in this district would be owner occupied. Based upon the acreage allocated, it is estimated that this classification may ultimately accommodate approximately 420 housing units.
2. Single Family Residential 9,000 sq.ft. Minimum Parcel Size - Approximately 175 acres of primarily undeveloped lands are located within this classification. It is anticipated that this district would accommodate conventional single family residential development and provide the most affordable opportunities for home ownership. Mobile homes are allowed within this district. Based upon the acreage allocated, it is estimated that this classification may ultimately accommodate approximately 440 housing units.
3. Multi-family Residential - Approximately 50 acres of primarily undeveloped lands are located within this district. It is anticipated that this district would accommodate the majority of the lower cost housing within the community and the majority of residents would be renters. This classification would also allow for single family subdivisions, condominiums, townhouses and mobile home parks. Based upon the acreage allocated, it is estimated that this classification may ultimately accommodate approximately 400 housing units.
4. Other Land Uses Allowing for Housing - Several other classifications within the Town Planning Area allow for the development of housing units. These classifications include Professional Office Commercial, General Commercial and Scenic Resource.

Professional Office Commercial is the most significant from the standpoint of potential housing units. The Professional Office Commercial classification allows multi-family housing subject to approval of a conditional use permit. Although extremely difficult to estimate, this classification could easily accommodate an additional 100 housing units.



The General Commercial classification also allows for the construction of multi-family housing units in conjunction with a commercial development with a maximum density of 4 units per parcel. The concept is to promote the construction of housing units in conjunction with a retail store front to accommodate senior citizen and employee housing demand. Again, the ultimate level of housing developed in this fashion is difficult to estimate. However, 100 housing units could easily be accommodated.

The Scenic Resource District establishes large minimum parcel sizes (20 acres) but does allow for single family residential development. Based upon the acreage allocated, this classification could accommodate approximately 20 housing units.

## **B. Commercial**

The general objective of the commercial districts is to provide for the general service and retail needs of the residents of the community, the regional area and tourists passing through Mariposa. It is recognized that the community of Mariposa is the current and future regional service center for the entire County excluding those areas north of the Merced River. In addition, the community provides for substantial tourist services and the need for additional services is expected to continue. Currently, there is approximately 462,575 sq. ft. of commercial building area within the community which equates to approximately 34 sq. ft. for each resident within the service area. This square footage includes the approximately 300 tourist guest rooms currently available within the community.

To ensure that the objectives of encouraging local and tourist service commercial development in the community are met, commercial demand was analyzed. A low and high end estimate were developed for the purpose of this analysis. The analysis is overly optimistic for the following reasons, but provides meaningful number for comparison purposes:

1. The actual service area is probably smaller than the service area used.
2. The projections assume that tourist services will continue to grow in direct relation to population growth which is probably unrealistic.
3. The projections assume that no competing services will be provided in other areas within the service area such as Bootjack or Cathey's Valley.

Table 18 provides a summary of the findings.

The two land use categories that would meet this need are Professional Office Commercial and General Commercial.



TABLE 18  
COMMERCIAL AREA DEMAND

|      | Service Area<br>Population | Total Commercial Building Area<br>Square Feet |                         | Net Additional Acreage<br>Required For Expansion |                         |
|------|----------------------------|---|-------------------------|--|-------------------------|
|      |                            | Low Demand<br>Estimate                        | High Demand<br>Estimate | Low Demand<br>Estimate                           | High Demand<br>Estimate |
| 1986 | 11778                      | 370,000 (actual)                              |                         | N/A  | N/A                     |
| 1991 | 13674                      | 462,575 (actual)                              |                         | N/A  | N/A                     |
| 1996 | 15832                      | 522,456                                       | 791,600                 | 6.8*   | 37.8*                   |
| 2000 | 17,750                     | 585,750                                       | 887,500                 | 14.14*   | 48.8*                   |
| 2010 | 23,828                     | 786,324                                       | 1,191,400               | 37.16*   | 83.7*                   |

\*Net development land required for expansion in excess of facilities existing in 1991 (in acres).

Notes:

- (1) Commercial Building Area does not include industrial uses or government offices
- (2) Low demand estimate based upon current ratio of commercial building area to resident within service area. (34 sq.ft./resident within service area)
- (3) High demand estimate based upon 50 sq.ft./resident within service area
- (4) Acreage calculations based upon a floor area ratio of 5 sq. ft. of property for every 1 sq. ft. of building.

The Professional Office Commercial land use encompasses approximately 46.5 acres of undeveloped and underdeveloped lands that are available for future construction of professional office uses. The bulk of the undeveloped lands within this classification is located on the east side of Highway 49 North with smaller areas on the north end of Jones Street and around the County Courthouse. There is currently enough undeveloped land within this category to accommodate between 204,600 and 404,550 sq. ft. of new professional office building area which is two to three times the existing building area dedicated to this use within the community. It is assumed that some of the excess land zoned for this use may be developed with multi-family uses. The professional office classification allows private and government offices including doctors, dentists, lawyers, real estate, title companies, etc. Churches, lodge halls and multi-family residential development is allowed as a conditional use within the classification. It is intended that this classification will provide adequate and appropriate locations for meeting the future service and general office needs of the community and the service area.

The General Commercial land use encompasses 120 acres of undeveloped and underdeveloped lands that are available for future construction of commercial uses. The bulk of the undeveloped lands within this classification is in the Coakley Circle area between Joe Howard Street and 8th Street on the west side of Highway 140/49; the west side of Highway 49N from Joe Howard to just north of Smith Road; and the area north of Williams Road between Highway 140 and Old Highway. There is currently enough undeveloped land within this category to accommodate approximately 1,044,000 sq. ft. of new commercial building area which is approximately three times the existing building area dedicated to this use within the community. The apparent excess of commercial land should provide sufficient growth area even if outside influences, such as implementation of the General Management Plan for Yosemite National Park, significantly alter anticipated commercial growth rates.

### **C. Industrial**

The general objectives of the Light Industrial land use is to provide for the expansion of light industrial uses within the community of Mariposa. Industrial uses, within the context of this plan, refer generally to light manufacturing, outside sales, mini-storage, construction yards, auto repair, and similar types of uses. The plan provides 100 acres of vacant and under-utilized land for this purpose that would be available for development. There is currently enough undeveloped land to accommodate 300,000 to 500,000 sq. ft. of new industrial building space which is over 20 times the existing building space allocated to these uses. The apparent excess of industrial land is set aside for the purpose of promoting job generating industrial growth near available housing.

### **D. Public Facilities**

The general objective for public facilities established by this

plan is to develop an adequate program for the evaluation of public buildings and facility needs. Mariposa is the seat for County Government. As there are no incorporated cities within the county, this level of government is the main administrative body for the entire county. Current government facilities and offices are primarily located in the Courthouse and buildings surrounding this historic structure. A majority of these existing facilities are not adequate to serve current needs and with the high growth rates in the county, the needs for additional facilities is expected to grow in the future. The County Government Center Program contained in Section 4.1 provides a plan for expansion of public facilities. The proposal includes renovation and expansion of existing facilities, construction of new facilities, and purchase of additional property. As with any plan for an area experiencing rather rapid growth, this plan should be re-evaluated and updated from time to time.

The Parks and Recreation needs for the community are addressed in Section 4.1 and 4.2. The objective of these programs is to develop appropriate recreational facilities as additional development and population dictates.

Long term plans for other governmental services and facilities such as the School District, Hospital District, California Division of Forestry, etc. are not known and could not be specifically addressed by this plan. Lands owned by these entities have been zoned public-quasi-public to provide maximum flexibility for future expansion. Future expansion of such facilities must meet all standards contained within the plan as well as address site-specific design and environmental issues.



## SECTION 2.5 COMMUNITY DESIGN OBJECTIVES AND POLICIES

Several of the identified goals for the community relate directly to the appearance and design of the community. These goals include:

- o Promotion of the tourist economy
- o Protection of historical structures
- o Retention of the small town flavor and village characteristics

In support of these goals, several programs were developed including historical and design review standards, hillside development standards and other related standards. These programs were designed to retain and enhance the identified desirable features of the community while allowing growth and development to occur. A summary of these policies and their purposes is provided.

### A. Design Review

The design review district and standards have been developed as an integral element of the land use policies and standards for the community. The standards affect all multi-family, commercial and industrial development within the community and are intended to serve as a guide to preserving, protecting, and enhancing the overall character of the community of Mariposa while permitting development that will enhance the community as a residential center, service provider for residents of the community and the County and a tourist service provider.

The general purpose and intent of these standards is to promote the public health, safety, and welfare of residents and visitors to the community and Mariposa County by accomplishing the following:

1. Enhance the community as a residential center and local service provider;
  - a. Ensure safe and convenient access (all modes) and adequate parking for all commercial development to facilitate utilization by the resident population.
  - b. Encourage amenities directed to the local consumer such as shaded parking areas, weather protection, diversity of services, pedestrian circulation and informative signs.
  - c. Maintaining a high level of aesthetic quality in the community by promoting harmony, balance, order, contrast and interest.
2. Stabilizing and enhancing property values;
  - a. Ensure compatible architectural design with existing and future development.

- b. Maintaining appropriate transitions between different uses.
- 3. Promoting tourism;
  - a. Enhance the historical character and tradition of the community.
  - b. Create a harmonious, comfortable and interesting environment that appeals to the needs of tourists.
  - c. Provide areas and services attractive to the touring public such as shade, open space, parking areas, restrooms, interpretive and information displays and picnic areas.

#### **B. Historic Design and Preservation**

Retention and enhancement of the historical character of the community has been identified as a key element of this plan for the purposes of:

- 1. Maintaining and improving the tourist based economy of the community and County, and
- 2. Retaining the historic and rural character of the community to assist in maintaining the rural mountain lifestyle of the County.

The 1981 specific plan contains a comprehensive historical survey of historic structures within the Mariposa Town Planning Area. This survey provides an adequate description of the historical resources of the community and should be retained. The following additional policies and programs are recommended to augment the policies contained in the 1981 plan.

##### **1. Historical Structure Tax Incentives**

California State Law provides local governments the authority to enact property tax incentives for historical buildings (CGC Section 50280 et seq and R & T Section 37600). These incentives may be applied to locally identified historical sites, places and buildings. These tax incentives are applicable when a property owner desires to contract with the County for the long term preservation and/or restoration of historical structures. The Historical Inventory contained in the 1981 Specific Plan, the Mariposa County Historical Sites Survey, and the National register District supporting documentation provide appropriate baseline information to determine which buildings may be appropriate for such tax incentives.

It is an objective of this plan that the County pursue the enactment of such historical tax incentives for the Mariposa Town Planning Area.

## 2. Development Regulations

To provide additional protection of the identified historical resources, regulations designed to protect the integrity of the historical district have been proposed. These regulations are contained in Section 3.0. These standards are proposed to allow for appropriate and economically viable utilization of historical structures, to protect existing public views of historically significant structures and sites and to maintain the architectural integrity of the identified historical district.

Due to the significance of the historical resource and the potential for irreparable damage to the historical integrity of the community, implementation of these standards is considered critical.

The standards are intended to function in conjunction with the general design reviews standards for the purposes of achieving the following goals and objectives:

## 3. Historic Design Standard Goals and Objectives

It is recognized that there is an inherent tendency to interpret historical design control as a rigid standardization of architectural styles. Historically, "Gold Rush" styles were diverse, functional and utilized natural or readily available materials. These factors are intended to serve as an overall standard for applying architectural standards that are included in this section. It is intended that modern materials and technology can be used effectively to accomplish:

- a. A diversity of architectural styles conforming with the 1850-1920 theme of the community.
- b. A functional structural design that serves the purpose for which it was designed.
- c. Maximum utilization of natural materials (native wood and stone) while taking advantage of current technologies and materials.
- d. Integration of modern "necessities" such as automobiles and electrification in site layout and structural design in keeping with the historical theme.



#### 4. Historical Structures Use Incentives

For the purpose of providing additional incentives for the preservation and enhancement of identified historical structures, flexible use standards are provided in Section 3.0.

#### C. Subdivision Standards

It is recognized that the subdivision of property for development purposes is a key element of the implementation of this plan., The application of proper design standards is critical to the achievement of the plan's purposes.

The following deviations from the Countywide road standards are encouraged to enhance the community character and reduce cut and fill required for road improvements:

1. Utilization of parking pockets in lieu of a continuous on-street parking lane where a minimum of one on-street parking space per residential unit is provided and the maximum distance from each parcel to the on-street space is 300 feet.
2. Generally on-street parking would not be appropriate and should not be required for residential projects which have a finished lot size of one (1) acre net or greater.
3. Pedestrian pathways with a finished surface of pavement, concrete, or similar surface should be provided for all residential developments with a finished parcel size of less than 2.5 acres net. The pathways may be constructed adjacent to the roadways or in other locations that provide for adequate pedestrian access.
4. All roads constructed within the community shall have permanent drainage control.

The subdivision standards are contained in Section 3.3 and are provided as an adjunct to the existing requirements contained in the Mariposa County Subdivision Code. These standards were developed to address the specific issues, opportunities and constraints associated with the more intensive development provided for within the Mariposa Town Planning area.

These standards are intended to regulate the subdivision of land within the Mariposa Town Planning Area. They will ensure that necessary improvements are installed at the time of the subdivision and facilitate the implementation of the Mariposa Town Planning Area Specific Plan and the Mariposa County General Plan. The specific purposes of these standards are stated as follows:

1. To implement the Mariposa County General Plan and its elements adopted by the Board of Supervisors as the long term guiding policy for growth and development.
2. To implement the goals, policies and standards of the Mariposa Town Planning Area Specific Plan adopted pursuant to the Mariposa County General Plan.
3. To provide a criteria for orderly development of the hillside areas within the Mariposa Town Planning Area. These criteria relate the intensity and distribution of development to the topographic, hydrological and geological conditions of the particular site. These standards are intended to accomplish the following:
  - a. Reduce the environmental effects associated with extensive earth movement which is often necessitated by conventional development on steep slopes.
  - b. Reduce the cost of installing and maintaining improvements necessary to serve development in hillside areas.
  - c. Maintain the rural nature of this community by preventing intensive development on the hillside slopes, which are visible from throughout the town planning area.
  - d. Protect existing and future residents from the hazards of fire, flooding, and slope failure associated with development on steep slopes.
4. Provide sufficient supporting infrastructure for development including sewer and water systems, pedestrian access, lighting, solid waste collection, fire protection, and other utilities.
5. To ensure that the cost of providing the adequate supporting infrastructure is paid by the developer or benefitees rather than the County at large.
6. To ensure that land is subdivided and developed in a manner which will promote public health, safety, convenience and general welfare of the community.

#### **D. Planned Development Standards**

The Mariposa Town Planning Area is characterized by varied terrain, environmental constraints and scenic opportunities. In many cases all of these characteristics cannot be properly addressed by conventional development. To provide a tool for implementing the desired land uses within the plan, while protecting and enhancing the sensitive and desirable characteristics of the community, Planned Development Standards have been established. These



standards have been applied to identified critical areas as an overlay district. It is also intended that they also be available for use on other properties.

These provisions are intended to provide the administrative procedures for planned development applications, and are not intended to alter the original content or purpose of the specific plan. A planned development is intended to provide a process which can permit and encourage logical or desirable development and carry out the objectives of the specific plan by:

1. Permitting the flexible development of commercial districts in close proximity to residential areas while protecting the character and quality of adjacent residential uses;
2. Permitting clustering of multiple-family developments or single-family dwellings on lots smaller than county minimum in appropriate locations within single-family land use classifications with suitable controls imposed;
3. Providing for the location, under suitable safeguards, of desirable types of commercial uses adjacent to and within residential areas.
4. Providing for the location, under suitable safeguards of desirable types of research and manufacturing adjacent to and within commercial or residential areas;
5. Permitting planned developments on a large scale in accordance with the provisions of the specific plan which would include a combination of any two or all of the developments mentioned in subsections 1, 2, and 3;
6. Permitting the redevelopment of parcels for residential, commercial, or industrial purposes or any combination thereof, in areas already built upon, but which now have marginal development;
7. Permitting commercial development on lots smaller than county minimums in appropriate locations within commercial land use classifications with suitable controls imposed.

#### **E. Hillside Protection Standards**

The community of Mariposa is located within a steep canyon created by Mariposa Creek and is literally surrounded by steep hillsides and ridges. The preservation of these hillside, ridge and ridgetop areas has been identified as a key element of this plan. The preservation of the ridges and particularly the ridgetops in a natural appearing state is critical to achieving the identified goals of the plan. For these reasons, an extensive program has been developed within the plan to protect the hillsides surrounding the community. A summary of this program is provided.



## 1. Scenic Resource Land Use

This designation has been applied on the hillside areas surrounding the core of the community on areas characterized by slopes in excess of 30%. The majority of this designation is located outside of areas served by public water and sewer services and extension of such services into this area is not appropriate. The large (20 acre) minimum parcel size and development standards applicable in this district will preserve the natural appearance of these areas. Where the town planning area boundaries do not extend to the tope of the ridges surrounding the community, the application of these standards outside of the actual town planning area should be pursued.

## 2. Hillside Development Standards

Section 3.24 contains standards applicable to all development and construction on slopes in excess of 20%. This section contains special standards which regulate building design, grading, landscaping, and lot coverage within areas of steep terrain. These standards will assist in maintaining to the maximum extent possible, the natural appearance of these areas and in insuring that development is not subject to slope failure and extensive soil erosion.

## 3. Subdivision Standards

Section 3.3 contains subdivision standards that regulate subdivision activities in hillside areas. These standards regulate minimum parcel sizes and lot frontage relative to terrain. These standards will assist in maintaining, to the maximum extent possible, the natural appearance of these areas and in insuring that subdivision and development activities are not subject to slope failure and extensive soil erosion.

## **F. Drainageways**

The protection of natural drainages has been identified as a key element of the plan both from the standpoint of providing for adequate surface water drainage as well as preserving and enhancing the appearance of the community. Programs have been developed to achieve the goals of the plan. These programs directly relate to six (6) of the eleven (11) goals of the plan. A summary of the programs and their relation to the identified goals is provided.

### 1. Drainage Setbacks

Section 3.21(D) of the Specific Plan contains setback standards that regulate the location of structures and

fill relative to identified surface water drainages within the community. Enforcement of these standards will avoid damage to structures located in areas subject to flooding, maintain the capacity of surface water drainage facilities to accommodate the drainage need of the community and create integrated areas of open space throughout the community.

## 2. Drainage Channels

The design review standards in Section 3.27 contain development design and siting criteria relating to properties fronting on Mariposa Creek. These standards require that development recognize the creek as a community asset. Enforcement of these standards will benefit the community as well as the individual business as the creek parkway is developed.

## SECTION 2.6 PUBLIC SERVICES AND INFRASTRUCTURE OBJECTIVES AND POLICIES

### 2.61 Access and Circulation

As discussed in Section 1.5, the circulation system within the community is comprised of several modes and must address competing demands. Most significant is the need to accommodate through tourist traffic on Highway 140 while serving local access needs. The economic viability of the community is based upon both groups, therefore addressing their needs is critical. The underlying circulation goal is to provide an effective, safe circulation system within the community. The objectives are more specifically identified in this section.

#### A. State Highways

State Highways 140 and 49 are located within the town planning area. These highways are currently adequate to handle existing traffic with acceptable levels of service. However, projected increases in highway traffic and turning movements will reduce the level of service on certain segments of the highways to unacceptable levels in the foreseeable future. The most congested roadway in the community (Highway 140/49 between 3rd and 7th) cannot be widened based upon the location of significant existing improvements. The following plan objectives are identified for the State Highways within the Town Planning Area.

- o Because of the link between adequate circulation and the economic vitality of the community and the County, the level of service on the highways shall be maintained at L.O.S. C or higher.
- o New development accessing the highway directly or via county or private roads shall provide adequate turning lanes and acceleration/deceleration lanes so that highway traffic flows are not significantly affected. Impact fee funding programs shall be established to equitably apply the costs to new traffic generating development.
- o Highway improvements which increase levels of service in already developed areas should be financed with state general funds or countywide impact fee funds because of the general benefit accrued by such improvements. An example of such a project is the continuous left turn lane being constructed on Highway 140 from 7th Street to Highway 49N.
- o In recognition of the constraints relative to widening Highway 140 in the downtown area, both short and long term solutions must be pursued. Short term solutions include removing parking and providing turning lanes to alleviate congestion. Long term solutions include



planning and constructing alternative roads that would reduce traffic on this critical segment.

Section 4.4 of the plan establishes a specific program implementing these general objectives.

Substantial improvements consisting of a continuous left-turn lane, widened shoulders, and a pathway are proposed for Highway 49 North from Highway 140 to Mariposa Creek. The Board of Supervisors has adopted this project as the County's No. 1 priority for State Highway projects. The project has been placed in the State Transportation Improvement Program, and funding for the project has been secured. Completion of the project is estimated for the summer of 1997. The right-of-way necessary for the project has been determined by the California Department of Transportation and a map of the proposed right-of-way is on file in the Mariposa County Planning Department.

In addition to many other factors, costs for the project are based on the property and development improvements which presently exist along the highway. These costs include acquiring the necessary right-of-way from private property owners who will be compensated for their property and improvements within the right-of-way, and the removal or replacement of any improvements within the right-of-way. Further encroachments of improvements into the proposed right-of-way will increase the costs of the project in excess of the funds budgeted by the State for completion of the project. These increased costs may have to be borne by the County or the project will have to be reduced in size or scope. For these reasons, the proposed right-of-way should be protected from further encroachments of buildings, structures, and other improvements. In addition, to prevent the creation of non-conforming buildings and structures in respect to setback standards upon completion of the project, new buildings and structures should be setback from the proposed right-of-way boundary.

To protect the proposed right-of-way, development standards should be established prohibiting the placement of buildings, structures, and other improvements within the proposed right-of-way. Buildings, structures, and other improvements should be allowed within the proposed right-of-way if improvements such as retaining walls are constructed or drainage and maintenance agreements are executed which reduce the width of the right-of-way necessary to construct the left-turn lane project. Such improvements or agreements should be at the request and expense of the property owner and acceptable to the California Department of Transportation. Development standards should also be established to require a minimum setback of buildings and structures from the proposed right-of-way boundary.

## B. County Roads

Existing County Roads - The community contains a significant network of existing county roads. The location and extent of these roads are addressed in detail in the community profile and in the inventory maps contained in Section 1.5. The majority of these roads provide two paved travel lanes and variable shoulder widths. Most of these roads do not comply with county standards relative to their functional classification. It shall be an objective of this plan to upgrade all county roads within the Town Planning Area to meet county standards. This shall be accomplished by a combination of development related frontage improvements, impact fees, general fund revenues and special funding such as redevelopment. The applicable standards are contained in Section 3 and in the environmental impact analysis section.

New County Roads - The specific plan identifies a series of future county roads designed to improve circulation flow within the community and provide access into presently unserved areas. Proposed new roads would be appropriate for inclusion into the county road system if they:

1. Serve concentrated development such as commercial, industrial or residential development with a density of greater than 1 unit per acre, and
2. Provide through access to another county road or state highway, and
3. Are constructed to full county standards based upon the Planned Development of the area served by the road.

Generally, new county roads which are provided to improve access to developing areas should be financed by the development benefiting from the new roadway while new roads which are provided to alleviate congestion on existing major transportation routes should be financed through general fund or general impacted fee revenues.

## C. Private Roads

It is envisioned that the majority of the new roads providing direct access to residential parcels and commercial/industrial development will be private roads. These roads will be built as development takes place and should be designed and construction to provide for future extensions and connections where appropriate. In accordance with the County Road Improvement and Circulation Policy, roads within the Town Planning Area should be constructed to serve the ultimate planned development of the area served by the road.

To ensure adequate maintenance of the roads and that the maintenance is financed by the property owners served by the



road, The county has established a Countywide County Service Area. Use of this special district is mandatory and should ensure adequate maintenance of new private roads.

#### D. Public Parking Areas

Existing public parking facilities within the community are described in the community profile section of this report. Generally, public parking is provided by parking lots within the parking district and on-street parking along county roads. The specific plan has three basic objectives relative to provisions for parking within the community:

1. Enhance parking facilities within the parking district by improving existing facilities and acquiring additional land to expand the facilities. Any land annexed to the parking district shall be responsible for financing the parking spaces required to serve the annexed area in addition to funding the on-going maintenance costs.
2. Insure that all new development outside of the parking district provides adequate on-site parking. The parking standards within Section 3.0 are provided to achieve this objective. On-street parking will provide sufficient overflow within the community.
3. Development of public parking lots outside of the parking district shall be financed entirely by the property benefiting from the additional parking. Development of parking facilities oriented towards tourists would be appropriate to pursue using general county funds based upon the potential for a general economic benefit to the county as a whole.

#### E. Pedestrian Paths

As discussed in the community profile section there currently is not an inter-connected system of pedestrian paths within the community. This situation creates difficulties for residents and tourists alike and creates increased congestion on roadways. Improvement of the pedestrian circulation system is critical relative to the achievement of a number of the plan's goals, including:

- o Promotion of the recreation and tourist industry
- o Promote and provide effective, safe circulation system.
- o Protect and preserve rural small town flavor of the community.

To this end, a number of programs have been pursued to improve the pedestrian circulation system within the community.



1. Application of the design review standards contained in Section 3 will provide for adequate pedestrian circulation within developments.
2. Application of the road improvement requirements contained in Section 3 will ensure the installation of sidewalks and pedestrian paths along existing and new roads as development occurs.
3. Section 4 contains a program for the development and improvement of pedestrian paths throughout the community. Financing of this program may be provided by the general fund, communitywide impact district or special funding such as redevelopment.

## **2.62 Public Utilities**

The Mariposa County General Plan advised that town planning areas shall be considered centers of service, commerce, industry and population. Substantial public utility infrastructure already exists within the community as described in the Community Profile Section 1.5. To accomplish this objective, provisions for public utilities such as water, sewer, electrical service, etc. become critical. It is an identified goal of this plan to provide adequate and cost effective public services throughout the Mariposa Town Planning Area (with exceptions) to promote this identified General Plan goal. Implementation measures relative to this objective are included in Sections 3.25 and 3.3 (Improvement Standards and Subdivision Standards) and Section 4, Public Improvements. The following specific objectives and related policies and standards are established:

- A. MPUD should provide water and sewer services throughout the town planning area. They currently provide these services in the majority of the developed areas within the community and extension of their services to currently unserved areas is logical relative to providing adequate and cost effective water and sewer infrastructure.
- B. Annexation of additional territory into the MPUD should not occur until adequate water source capacity exists or is programed. The public facilities portion of the specific plan identifies projects to provide this additional source.
- C. Urban level development should not occur until adequate MPUD sewer and water service is available. Sectiond 3.25 and 3.3 (Improvement Standards and Subdivision Standards) implement this policy.
- D. Water and sewer services should not be extended into areas planned for rural level development such as the Scenic Resource designation.

- E. Water and sewer services should only be provided together and prohibiting the provision of sewer service without water and vice versa should be pursued by MPUD.
- F. All projects located within or outside of the Town Planning Area which could potentially impact or degrade the MPUD water source should be carefully analyzed to avoid any adverse impacts.
- G. Prior to the completion of the Saxon Creek Water Source Project, a minimum of 50% of the remaining available water connections should be dedicated to residential development.

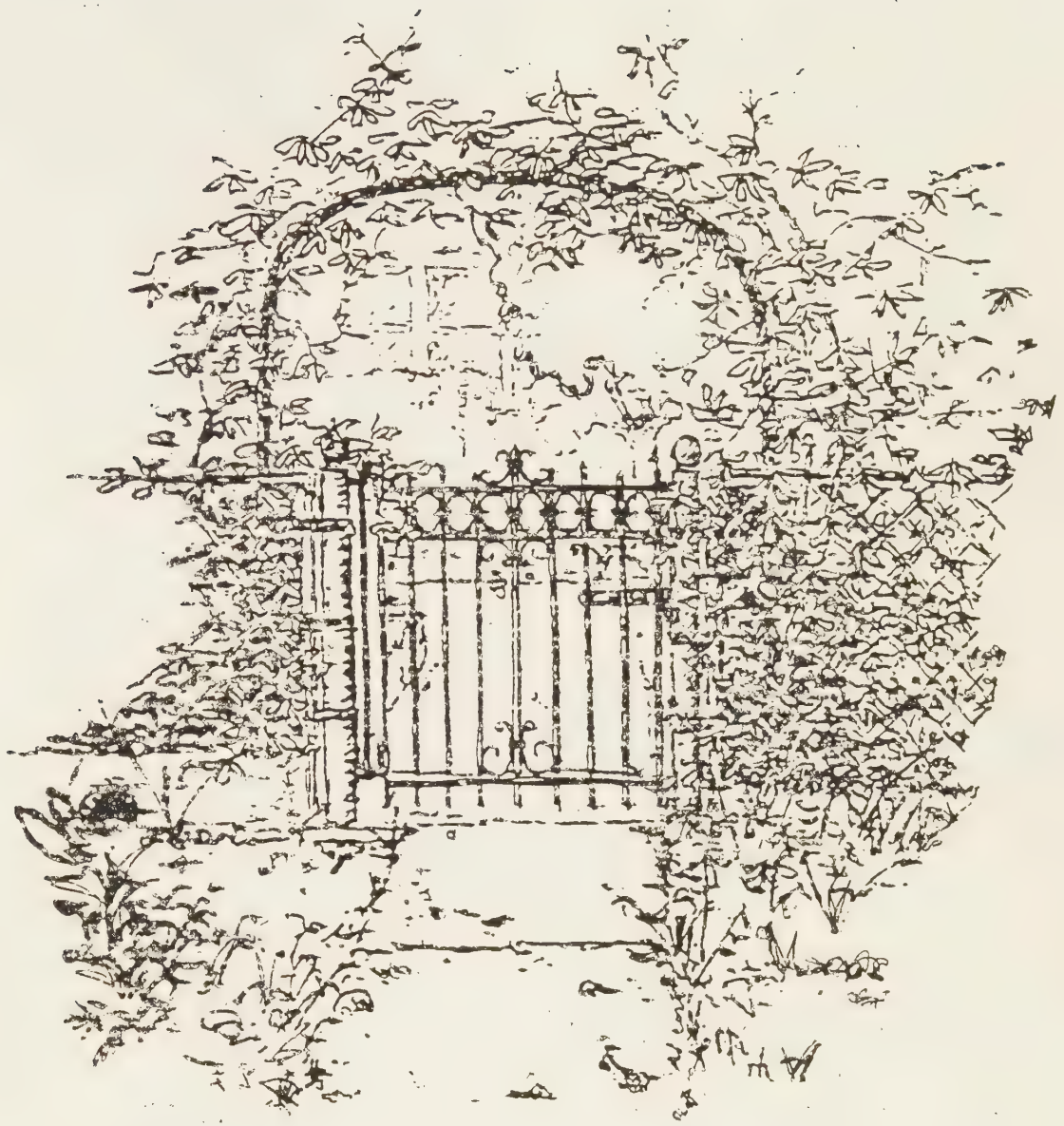
## **2.63 Fire Protection**

As discussed in Section 1.5 of the Community Profile, the provision of fire protection services within the town planning area is currently provided by MPUD and the County Fire Department. This mixed jurisdiction does not provide the most cost effective and efficient fire protection services. As the town planning areas is developing with a mix of uses significantly more intense than the other rural areas of the County, a higher level of fire protection services is necessary to achieve the goals of the plan. The applicable goals include:

- o To promote and provide adequate and cost effective public services such as fire protection.
- o To insure a safe and healthful environment for residents and visitors.

To achieve these goals, the following objectives are identified:

- A. MPUD's fire jurisdiction should ultimately be expanded to serve all developed portions of the TPA.
- B. A cooperative agreement should be developed between the MPUD and County Fire Department relative to the application of standards for development in areas not currently served but proposed to be annexed into the MPUD.
- C. A fire service plan addressing existing and new development within the TPA should be developed by MPUD and the County. This plan should identify equipment and facility needs to adequately serve planned growth. Financing of the new equipment and facilities should be provided by new development through impact fees or other appropriate mechanisms.
- D. Extension of domestic water service into unserved areas should require adequate infrastructure to provide fire flows in accordance with the Uniform Building Code.



### 3. Land Use Development Standards and Regulations





SECTION 3.1 ZONING DISTRICTS

3.11 Residential Districts

**A. Single Family Residential (9,000 sq. ft.) District**

Purpose

The purpose of this classification is to provide single family housing on smaller parcels based upon the availability of community water and sewer systems. Development within this classification shall be limited to single family residential structures and appurtenant structures and uses and other uses and activities that will not be detrimental or obnoxious to the surrounding neighborhood.

1. Permitted Uses:

- a. One single family residence per parcel.
- b. Residential accessory structures.
- c. Residential care and day care facilities within a residence and serving six or less residents in accordance with the standards contained in Section 3.15(C).
- d. Home occupations in accordance with the standards contained in Section 3.15(A).

2. Conditional Uses:

- a. One secondary residence with a maximum size of 800 sq.ft. on parcels which comply with the minimum parcel size standard.
- b. Churches.
- c. Community parks and playgrounds.
- d. Day care facilities within a residence and serving seven (7) to 12 children.

3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

4. Minimum Lot Size/Density:

Minimum lot size shall be 9,000 sq. ft. exclusive of road easements. The maximum density shall be one single family residence per parcel including a secondary residence as provided for in this section.





**B. Single Family Residential (1/2 acre) District**

Purpose

The purpose of this classification is to provide single family housing on larger parcels based upon the availability of community water and sewer systems. Development within this classification shall be limited to single family residential structures and appurtenant structures and uses and other uses and activities that will not be detrimental or obnoxious to the surrounding neighborhood.

1. Permitted Uses:

- a. One single family residence per parcel.
- b. Residential accessory structures.
- c. One secondary residence with a maximum size of 800 sq. ft. on parcels which comply with the minimum parcel size standard.
- d. Residential care and day care facilities within a residence and serving six or less residents in accordance with the standards contained in Section 3.15(C).
- e. Home occupations in accordance with the standards contained in Section 3.15(A).

2. Conditional Uses:

- a. Churches
- b. Community parks and playgrounds.
- c. Day care facilities within a residence and serving seven (7) to 12 children.

3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

4. Minimum Lot Size/Density:

Minimum lot size shall be 1/2 acre (21,780 sq.ft.) exclusive of road easements. The maximum density shall be one single family residence per parcel including a secondary residence as provided for in this section.

### C. Multi-Family Residential District

#### Purpose

This land use classification is designed to provide higher density housing in and around the commercial core of the community. Housing within this classification may include apartments, condominiums, townhouses, zero lot line homes, mobile home parks or detached single family homes.

#### 1. Permitted Uses:

- a. Single family residential structures in accordance with the density standards set forth in Paragraph 4 and subject to the Design Review Standards contained in Section 3.26.
- b. Attached residential units including duplexes, apartments, condominiums, townhouses and similar development subject to the density standards established herein.
- c. Residential accessory structures.

#### 2. Conditional Uses:

- a. Mobile home parks.
- b. Churches, non-profit lodge halls, clubs, fraternal organizations.
- c. Light commercial uses when an integral part of a multi-family development.

#### 3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

#### 4. Minimum Lot Size/Density:

The density standard shall be 4,000 sq. ft. of land area for the first multi-family unit and 1,500 sq. ft. for each additional residential unit added thereto, or 9,000 sq. ft. for single-family residential uses. Calculation of square footage shall be exclusive of road easements. Minimum lot size shall be 9,000 sq. ft. except as provided by planned unit development zoning.

### 3.12 Commercial Land Use Districts

#### **A. Professional Office District**

##### Purpose

The PO classification is designed to provide areas for the development of business and professional office uses with related business and institutional uses to the exclusion of retail business in general. It is intended that PO areas, and the uses therein, will be compatible and convenient to residential areas and the general business area.

##### 1. Permitted Uses:

- a. Law offices, title company offices, accountants offices, insurance offices, and doctors and dentists offices.
- b. Government offices.
- c. Retail uses appurtenant to permitted uses.
- d. One single family residential unit per parcel.
- e. Other uses determined to be similar to and compatible with the above.

##### 2. Conditional Uses:

- a. Churches, non-profit lodges, clubs, fraternal organizations.
- b. Commercial parking lots.
- c. Multi-family residential in accordance with the density standards contained in the Multi-family Residential Land use.

##### 3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

##### 4. Minimum Lot Size/Density

Minimum lot size shall be 9000 sq. ft. exclusive of road easements. Density shall be one single family residence per 9000 sq. ft. except that higher densities shall be allowed subject to an approved use permit.

#### **B. General Commercial District**

##### Purpose

This classification is designed to provide the commercial services necessary and desirable to residents



## Mariposa TPA Specific Plan, Section 3

within the Mariposa Town Planning Area, the surrounding region and tourists.

### 1. Permitted Uses:

- a. General retail sales located within a building generally including the sale of food, clothing, hardware, drugs, liquor, general merchandise, artwork, antiques, auto parts and other uses of a similar character.
- b. Professional offices of a service character located within a building including doctors, dentist, real estate sales, title company, attorney and other similar offices; photographic studios, printing and duplication services and other uses of a similar character.
- c. Restaurants, drive-in restaurants, cocktail lounges, bowling alleys, movie theaters, lodge halls and other similar uses.
- d. Hotels, motels, conference facilities and other similar tourist service facilities.
- e. Dry cleaning establishments, laundromats, video rental and other similar miscellaneous uses.
- f. A maximum of four residential units per parcel when an integral part of a commercial development.

### 2. Conditional Uses:

- a. Any uses involving outside sales or storage areas.
- b. Service stations.
- c. Any use involving the bulk storage of flammable or hazardous materials.
- d. Emergency medical care facilities, fire stations and other similar uses.
- e. Single or multi-family residential uses in accordance with the density standards contained in the Multi-Family Residential classification.

### 3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

### 4. Minimum Lot Size/Density:

Minimum lot size shall be 9000 sq. ft. exclusive of road easements.

### C. Light Industrial District

#### Purpose

This land use classification is designed to provide locations for those essential uses not allowed within the residential or commercial classification. This classification allows for the types of uses that generate employment opportunities for residents of Mariposa and the surrounding area. Typically the uses allowed within this classification are not appropriate in the commercial areas due to space and access demands and potential land use conflicts.

#### 1. Permitted uses:

- a. Exterior and interior sales of equipment, building materials, hardware, machinery, automobiles and other similar uses.
- b. Equipment and automobile rental yards and other similar uses.
- c. Automotive and equipment repair, tire shops, muffler shops, auto glass shops, body shops and other similar uses.
- d. Construction equipment yards, public utility yards, cabinet shops, electrical shops, plumbing shops, welding shops and other similar uses.
- e. Kennels, veterinarian services, animal hospitals.
- f. Service stations, car washes and other similar uses.
- g. Manufacturing of equipment, clothing, handicrafts, electrical components and other similar uses.
- h. Warehousing and storage uses including mini-storage, boat and R.V. storage and other similar uses.
- i. Food processing including wineries, bottling plants and other similar uses.
- j. Regional office facilities including insurance, advertising, design and similar offices.
- k. Electronic research laboratories.
- l. High tech component manufacturing plants.
- m. Forest Service and Regional Government Headquarters.
- n. Uses determined to be similar to and compatible with the above.
- o. One residential unit per parcel in conjunction with a light industrial use.

#### 2. Conditional Uses:

- a. Bulk plants for the storage of petroleum products or other similar flammable or hazardous materials.

b. Commercial-recreational uses.

3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

4. Minimum Lot Size/Density:

Minimum lot size shall be 9,000 sq. ft. exclusive of road easements. Residential densities are not applicable to this classification.

**3.13 Special Districts**

**A. Public-Quasi Public District**

Purpose

The P-Q land use designation is applied to those areas in public ownership and whose improvements are used by the public and also those areas in private ownership but planned for public use. All private land within the P-Q land uses shall be developed with consideration of adjacent land use policies, to be determined by the Planning Director, on a case-by-case basis.

1. Permitted Uses:

- a. Those existing land uses such as the County Courthouse, the Hall of Records, the High School, Grammar School and the cemetery shall form the nucleus for future centers for P-Q land use. Typical uses include:
  - i. Public schools, public hospitals and health care facilities.
  - ii. Courthouse, civic center, administrative offices.
  - iii. Public fairgrounds, fire houses.
  - iv. Public utility service area, motor vehicle pool.
  - v. Public parks, playgrounds, recreation areas, parkways, greenbelts, waterways, reservoirs, forests, and cemeteries.
  - vi. Uses determined to be similar to and compatible with the above.

2. Conditional Uses:

- a. Campgrounds
- b. Uses involving bulk storage of flammable or hazardous materials.



3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

**B. Scenic Resource-20 Acre District**

Purpose

This land use classification identifies an area of land whose potential use for building sites is limited due to very steep slopes which offer adverse conditions for road building, surface drainage, septic systems, and especially road and site grading. This classification is applied to the steep hillside areas surrounding the community and generally outside of the service area for community water and sewer.

1. Permitted Uses:

- a. One single family residence per parcel.
- b. Open space recreational uses including parks, recreational uses, hiking trails and similar non-intensive uses;
- c. Limited agricultural including grazing and the raising of crops;
- d. Timber harvesting conducted in accordance with the scenic highway overlay standards contained in Chapter 17.65 of this Title;
- e. One (1) secondary residence per parcel.

2. Conditional Uses:

None.

3. Prohibited Uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

4. Minimum Lot Size/Density:

Minimum lot area shall be twenty (20) acres. The maximum density shall be one (1) single family residence per parcel and a secondary residence as provided for in this section. The maximum density may be increased to one (1) residence per five (5) acres through the planned development process.

5. Special Development Standards for SR-20:

The special development standards for the SR-20 District shall be as specified for the SR-5 District listed in Section 3.13(C) (5).

**C. Scenic Resource-5 Acre District**

Purpose

This land use classification identifies an area of land whose potential use for building sites is limited to very steep slopes which offer adverse conditions for road building, surface drainage, septic systems, and especially road and site grading. This classification is applied to the steep hillside areas surrounding the community and generally outside of the service area for community water and sewer, and to parcels in existence at the time the zoning district is applied which are less than 20 acres in size.

1. Permitted Uses:

- a. One single family residence per parcel;
- b. Open space recreational uses including parks, recreational uses, hiking trails and similar non-intensive uses;
- c. Limited agricultural including grazing and the raising of crops;
- d. Timber harvesting conducted in accordance with the scenic highway overlay standards contained in Chapter 17.65 of this Title;
- e. One (1) secondary residence per parcel.

2. Conditional uses:

None.

3. Prohibited uses:

All uses not listed as permitted or conditional shall be prohibited, except similar uses in compliance with Section 3.16.

4. Minimum Lot Size/Density:

Minimum lot area shall be five (5) acres. The maximum density shall be one (1) single family residence per parcel and a secondary residence as provided for in this section.

5. Special Development Standards for SR-5:

a. Grading:

1. No grading plans shall be approved and no grading shall occur except in conjunction with approved development plans (including subdivisions) associated with construction for a permitted use.
2. Grading shall be minimized by utilization of multiple parking areas and multiple or stepped buildings which conform to the natural topography; and by design of access and interior roads or routes which conform to the natural topography and contours.
3. Natural features which contribute to the scenic quality of the hillsides, including vegetation, natural drainages, and existing topography or topographic features, shall be addressed in grading and development plans. These natural features shall be incorporated into the proposed grading and development where possible.
4. All earthmoving activities which expose soil surfaces shall be followed by application of soil stabilization and revegetation measures to prevent erosion and to revegetate exposed surfaces. Revegetation and soil stabilization methods in accordance with the recommendations or standards of the Soil Conservation Service or the Mariposa County Resource Conservation District shall be required.

b. Site Development:

1. Buildings and structures shall be designed so as to minimize their visual impact from State Highways 49 and 140 within the Mariposa TPA. The exterior of all buildings and structures shall be constructed of non-reflective, earth tone color materials.
2. A visual buffer area shall be required between State Highways 49 and 140 within the Mariposa TPA and all new buildings and structures to minimize the views of the buildings or structures from the highways. Use of natural topography, existing vegetation, and landscaping which is equally effective at all times of the year are appropriate to achieve this standard.

- c. Exceptions: These special development standards shall not apply if the Planning Director determines the grading and/or structure is not



visible from State Highways 49 and 140 within the Mariposa TPA.

### 3.14 Overlay Districts

#### A. Planned Unit Development Overlay District

##### Purpose

This overlay is applied to lands that have diverse development potential but also may be subject to environmental constraints. This district is typically applied to larger tracts of land to insure that complete master planning of the site is accomplished prior to the initiation of development. The intent of the overlay is to provide for innovative design concepts including mixed use, cluster development and open space preservation.

##### 1. Standards for Development

- a. Standards for development shall be established through specific planned development standards prepared for property within this classification. The underlying principal land use shall be used as a guide for development with variation relative to use and density allowed through the Planned Development process. The Planned Development review standards are contained in Section 3.14(A)(2) of this document. One single family residence per parcel shall be allowed prior to approval of the Planned Development overlay.

- b. Minimum Parcel Size/Density

Minimum parcel size and densities shall be developed through the Planned Development process. No subdivision shall be allowed until the Planned Development standards for the site are approved.

##### 2. Planned Development Standards and Procedures

- a. Approval of the Plan.

Applications shall be initiated by the owner or owners of the land. Applications for the establishment of a PUD must include a development plan as described herein. Applications for a subdivision or use permit may be submitted with a PUD application and

may be processed, considered, and approved in conjunction with a PUD application. Subdivision and use permit applications considered in conjunction with a PUD application shall be approved by the Planning Commission. The PUD approval shall be processed in the manner as provided for approval as described herein. Applications and development plans will be reviewed by the Planning Department prior to submission for review by the Planning Commission. The Planning Department's preliminary review shall consist of plan review with the applicant to gain a full understanding of the planned development proposal and environmental review consistent with adopted county policy. The Planning Commission may approve, disapprove, modify, or attach conditions to a development plan.

b. Findings required for approval of a Planned Development

The Planning Commission, after a public hearing, may approve a planned development, provided they find that the facts submitted with the application and presented at the public hearings establish that:

1. Each individual unit of the development if built in stages, as well as the total development, can exist as an independent unit capable of creating a good environment in the locality and being in any stage as desirable and stable as the total development;
2. The uses proposed will not be a detriment to the present and proposed surrounding land uses, but will enhance the desirability of the area and have a beneficial effect;
3. Any deviation from Title 16 (Subdivision Ordinance) requirements is warranted by the design and additional amenities incorporated in the development plan which offer certain unusual redeeming features to compensate for any deviations that may be permitted; and
4. The principles incorporated in the proposed development plan indicate certain unique or unusual features which

could not otherwise be achieved under standard subdivision provisions.

c. Principal Permitted Uses:

In a planned development, any use may be permitted provided such uses are generally consistent with the underlying land use classification of the specific plan, or the uses are shown on the development plan for the particular PUD and is approved by the Planning Commission. An approved development plan shall be considered an addition to or augmentation of the specific plan.

d. Use Permits:

1. A use permit shall be required for all uses in a PUD with the exception of a single-family residence on an approved building site and buildings accessory thereto which serve the domestic needs of single-family dwellings.
2. A use permit may be issued by the Planning Commission at the option of the Planning Commission without a public hearing if the structure or structures comply with the adopted development plan and conditions thereof.

e. Development Plan--Design and Location.

A planned development shall be designed and located so as to minimize traffic congestion on public highways and streets in its vicinity and to best fit the land use pattern and topography of the area in which it is located.

f. Filing Fees.

There shall be a fee prescribed by resolution of the Board of Supervisors to provide for the costs for processing the application and the development plans.

g. Application--Items Required. Planned development application shall be accompanied by:

1. A completed application on a form provided by the planning department.



2. The required fee.
  3. A plan proposal prepared according to the specifications as described for the development plan in Section 3.14.A.2.h.
  4. A legal description by metes and bounds of the area to be affected by the planned development; and
  5. A list of names and addresses of property owners with property located within three hundred feet of the proposed planned development.
- h. Development Plan--Components.
1. The development plan shall include all of the following:
    - a. A site plan map which shows:
      - i. Existing and proposed private and public streets and sidewalk improvements,
      - ii. Lot design,
      - iii. Areas proposed to be dedicated or reserved for any public use including but not limited to public utility easements, public buildings, and public land uses,
      - iv. Parking and interior traffic flow, including parking ratios,
      - v. Land uses adjacent to the external boundary of the PUD site.
    - b. Site development details, including:
      - i. Preliminary building plans, including generalized elevations,
      - ii. Maximum building heights,
      - iii. Maximum lot or area coverages,

## Mariposa TPA Specific Plan, Section 3

- iv. Minimum distance between structures,
  - v. Minimum setbacks from interior lot lines,
  - vi. Minimum setbacks from street rights-of-way,
  - vii. Landscaping, screening, and lighting,
  - viii. Population densities within the planned development;
- c. Signing standards, including generalized locations, maximum sizes, maximum height, and lighting arrangements. For purposes of this section, "neighborhood shopping center" shall be defined as a shopping center in which the major tenant is a supermarket. "Major tenant" shall be defined as the tenant occupying the greatest amount of floor space;
- d. Land uses proposed to be located within the development;
- e. Development schedule, including date of commencement of construction, annual accomplishment, and completion of planned development;
- f. Any other reasonably related information necessary for the planning commission to act.
2. The Planning Department shall accept only such plans that contain the information specified or reasonably determined necessary.
- i. Standards.

Setbacks, building heights, distances between buildings, lot coverage, parking requirements, and landscaping requirements shall be established by the Planning Commission for each planned development in a manner which assures the suitable integration of the planned development into the neighborhood or area in which it is located.

j. Density Control.

The number of dwelling units shall be determined by dividing the net development area by the minimum lot area of the land use classification for the site proposed for the PUD. Net development area shall be determined by subtracting the area set aside for churches, schools, or commercial use from the gross development area and deducting fifteen percent of the remainder for streets. Open spaces for recreational uses shall be included in determining the number of dwelling units permitted. The 15% street set-aside may be waived based on a finding that the project represents exemplary design characteristics relative to the overall intent of the planned development standards.

k. Revision of plan--Use Permit

The Planning Director may approve one or more revisions to an approved PUD provided such revision:

- i. does not result in a cumulative expansion of more than 10% of the original allowed development or development area;
- ii. does not involve changes in land use;
- iii. does not allow a revision in the standards of development;
- iv. is found to be necessary and desirable for the best utilization of a site;
- v. will not result in or create a potential public nuisance or health and safety problem;
- vi. will not create impacts which were not addressed by the original environmental determination for the project, and
- vii. does not change the original intent of the PUD.

l. Area Requirements

Minimum parcel size for the consideration of a planned development shall be two and one-half acres exclusive of access easements.

m. Public Improvements

Improvement to full county standards of all public rights-of-way abutting and within the development shall be required. In addition, if determined necessary for proper traffic



circulation, the applicant may be required to provide proper methods of ingress and egress to the development including acceleration and deceleration lanes, and traffic devices including channelization.

n. Development Schedule

1. An application for a PUD shall be accompanied by a development schedule indicating the approximate date when construction of the project can be expected to begin, which date shall be no later than one year from the effective date of the approval of the PUD, the anticipated rate of development, and completion date. The development schedule, if approved by the Planning Commission, shall become a part of the development plan and shall be adhered to by the owner of the property covered by the PUD and his successors in interest. The county shall require the posting of a bond to guarantee reimbursement to the county for court costs and attorney's fees of any civil action brought to enforce any provisions of a PUD. The bond is to be in the amount of five thousand dollars.
2. Periodically the Planning Department shall compare the actual development in the various Planned Developments with the approved development schedules.
3. If, in the opinion of the Planning Department, the owner or owners are failing or have failed to meet the approved schedule, the department may recommend the commission initiate proceedings to revoke the approval of the development plan. Upon the recommendation of the Planning Commission and for good cause shown by the property owner, the Planning Commission may also extend the limits imposed by the development schedule.

o. Identification of Planned Developments

Each PUD shall be numbered, the first adopted being shown on the specific plan map as PUD 1 and each planned development subsequently approved being numbered consecutively.

p. Compliance with provisions--Interpretation

1. Compliance with any requirement shall not be construed to relieve applicant from compliance with subdivision regulations, building code requirements, or any other applicable regulations of the county.
2. A planned development may be accepted with applications for minor or major subdivisions and may be processed simultaneously, including staff review, environmental review, and public hearings at the Planning Commission.

q. Public hearings

The Planning Commission shall hold at least one public hearing on the proposed planned development. Notice of the time and place of such hearing and the area affected by the proposed amendment shall be provided in accordance with the public hearing procedures of the Mariposa County Zoning Ordinance.

r. Report of Planning Commission--Findings and action.

Following the hearing required by Section B.14.A.2.q., the Planning Commission shall make a report of its findings and actions with respect to the proposed planned development. Such report shall include a statement as to whether the proposed planned development is in conformance with the latest adopted specific plan. If the Planning Commission deems it appropriate, it may require that the area under consideration for a planned development be enlarged or diminished.

s. Abandonment after proceedings have begun

Upon consent of the Planning Commission, any application for a planned unit development may be withdrawn by written request of a majority of all persons who signed such application. The Planning Commission or Board of Supervisors may by resolution abandon any proceedings for a planned development initiated by its own resolution of intention; provided, that such abandonment may be made only when such proceedings are before such

body for consideration; and provided, that any hearing of which public notice has been given shall be held.

t. Site Restoration.

Security to the satisfaction of County Counsel is required to restore the property to nearly its natural and original state in the event of abandonment after construction has begun. The amount is to be based on 10% percent of the total construction cost of the project, or an engineer's estimate of the cost of site preparation and grading. This amount is to be confirmed by the Department of Public Works, covered by a 50% contingency, and guaranteed by an appropriate agreement with the County. Upon completion of the project and final approval by the County, the required security shall be returned to the developer.

**B. Design Review Overlay District**

The Design Review Overlay Zone (DRO) is an overlay district which is intended to be combined with any other district in which it is determined desirable to protect the overall appearance of the district by regulating the design of new structures and changes in the appearance of existing structures. The purpose of this district is to ensure that proposed buildings, structures, signs, and landscaping and modifications to buildings, structures, signs, and landscaping within these areas are in harmony with the surrounding areas. The intent of the zone is to promote the overall economic vitality of a district, enhance tourism and to stabilize and increase property values. This district may be applied to areas containing public or private buildings and lands exhibiting unique architectural themes and/or scenic beauty.

1. Development Standards for the DRO.

- a. Uses: Permitted, conditional and prohibited uses shall be as set forth in the Principal Zone.
- b. Minimum Parcel or lot size: As established by the Principal Zone.
- c. Density: As established by the Principal Zone.



- d. Setbacks, building height, parking and other applicable development standards: As established by the Principal Zone.
- 2. Special Development Standards for the DRO.  
Development in the DRO District shall conform to architectural theme and development guidelines established by the Board of Supervisors pursuant to Subsection 7 of Section 3.14 B of this chapter. In reviewing and approving the application for design review, the Planning Director shall find that the application complies with the architectural theme and development guidelines established by the Board of Supervisors.

In the instance that a Special Development Standard established by this section conflicts with a Development Standard of the Principal Zone, the Special Development Standard established by this section shall apply.

- 3. DRO Plan Review--Required.  
Except as provided in this section, no Commercial, Industrial or Multi-family Residential use shall be established, no development shall occur, no exterior advertising display installed and no building or grading permit shall be issued for any Commercial, Industrial or Multi-Family Residential use or development in the DRO District until an application for Design Review Plan has been submitted to and approved by the Planning Director in accordance with the procedures established in this section.
- 4. DRO Plan--Application Requirements.  
An application for design review shall include the following:
  - a. A completed Commercial, Industrial and Multi-Family Dwelling Building Permit Application Form. Complete construction drawings are not necessary for the design review process.
  - b. A plot plan drawn to the scale specified by the Planning Director which contains the information specified in Section 17.08.150 of the Zoning Ordinance.
  - c. Elevations of all sides of the proposed building or structures showing:
    - i. Dimensions of the buildings or structures;

- ii. Proposed architectural treatment, building materials and colors;
- iii. Roof design and materials;
- iv. Size and spacing of windows, doors, and other openings;
- v. Signs;
- vi. Exterior lighting;
- vii. Mechanical equipment and above ground utilities.

An exemption from the requirement for providing elevations of all sides of the proposed building or structure may be allowed where it can be shown to the satisfaction of the Planning Director that certain sides of the building/structure are not visible from public property or public rights of way. In this instance the elevations of the sides not visible are not required.

- d. Preliminary grading plan indicating grading necessary for the proposed structures, access roads and parking areas. The plan shall indicate the location, height and grade of all cut and fill banks necessary for the proposed project.
  - e. A narrative description of the proposed development and how it was designed in accordance with the applicable architectural theme and design guidelines may be submitted to assist in the design review process.
5. DRO Plan-Application Processing Procedures. A pre-application meeting with the Planning Department to discuss a proposed project and the applicable design review standards is strongly encouraged. Upon receipt and acceptance of a Design Review Plan application as complete, the Planning Department shall, within 5 days, refer such application to the Design Review Committee appointed by the Board of Supervisors having jurisdiction over the area in which the development is proposed. The design review committee shall formulate a recommendation to approve, conditionally approve or deny the design review plan within fourteen (14) days of the receipt of a completed application from the Planning Department. In the instance that no design review committee has been appointed or the appointed design review committee fails to formulate a recommendation by majority vote, the Planning Director shall consider the design review plan. The Planning Director shall consider the design review plan application along with the recommendation and

act to approve, conditionally approve or deny the application. Action on the design review plan shall occur within 5 days of receipt of the recommendation from the design review committee. The Planning Director's action shall be based upon the findings listed subsection 3.14 B 2 of this section. The Planning Director shall provide specific written findings if a design review plan is denied.

6. DRO Plan Application-Review Exemption.

The Planning Director may approve an exemption from review by the design review committee where it can be determined that the proposed development is of a small scale (generally less than 5000 sq.ft.) or is a minor alteration or expansion of an existing development that clearly complies with all of the Special Development Standards established pursuant to this section by the Board of Supervisors for the affected area. For the purpose of this subsection a minor alteration or expansion is defined as an alteration that will not significantly modify the exterior appearance of the structures and/or site. The applicant shall be required to submit the information required by subsection 3.14(B)(4) of this section in order to justify the exemption.

7. Establishment Of Architectural Theme and Development Guidelines For DRO Districts.

The Board of Supervisors shall establish an Architectural Theme and Development Guidelines for each DRO District established pursuant to this section. The standards shall provide guidelines for development in accordance with the Special Development Standards established by subsection 3.14(B)(2) of this section. The standards may be adopted separately or as part of a Specific Plan for an area and shall be adopted by resolution or ordinance.

**C. Historic Design Review Overlay District**

The Historic Design Review Overlay Zone (HDRO) is an overlay district which is intended to be combined with any other district located in an area containing a substantial number of historic buildings where it is determined desirable to protect the overall appearance and integrity of the district by preserving existing structures and regulating the design of new structures and changes in the appearance of existing structures. The purpose of this district is to ensure that proposed buildings, structures, signs, and landscaping and modifications to buildings, structures, signs, and landscaping within these areas are in harmony with the historic nature of the district. The intent of the zone



is to promote the overall economic vitality of a district, enhance tourism and to stabilize and increase property values. This district may be applied to areas outside the HDRO within the Mariposa Town Planning Area containing public or private buildings determined to be historically significant.

1. Development Standards for the HDRO

- a. Uses: Permitted, conditional and prohibited uses shall be as set forth in the Principal Zone.
- b. Minimum Parcel or lot size: As established by the Principal Zone.
- c. Density: As established by the Principal Zone.
- d. Setbacks, building height, parking requirements and other applicable development standards: As established by the Principal Zone.

2. Special Development Standards for the HDRO.

Development in the HDRO District shall conform to architectural theme and development guidelines established by the Board of Supervisors pursuant to Subsection 3.26 of this chapter. In reviewing and approving the application for design review, the Planning Director shall find that the application complies with the architectural theme and development guidelines established by the Board of Supervisors.

In the instance that a Special Development Standard established by this section conflicts with a Development Standard of the Principal Zone, the Special Development Standard established by this section shall apply.

3. HDRO Plan Review-Required.

Except as provided in this section, no Commercial, Industrial or Residential use shall be established, no development shall occur, no exterior advertising display shall be installed, and no building and grading permit shall be issued for any Commercial, Industrial or Residential development in the HDRO District until an application for Design Review Plan has been submitted to and approved by the Planning Director in accordance with the procedures established in this section.

4. HDRO Plan-Application Contents

An application for design review shall include the following:

- a. A completed Commercial, Industrial and Multi-Family Dwelling Building Permit Application Form. Complete construction drawings are not necessary for the design review process.
- b. A plot plan drawn to the scale specified by the Planning Director which contains the information specified in Section 17.08.150 of the Zoning Ordinance.
- c. Elevations of all sides of the proposed building or structures showing:
  - i. Dimensions of the buildings or structures;
  - ii. Proposed architectural treatment, building materials and exterior colors;
  - iii. Roof design and materials
  - iv. Size and spacing of windows, doors, and other openings;
  - v. Signs;
  - vi. Exterior lighting;
  - vii. Exterior mechanical equipment and above ground utilities;

An exemption from the requirement for providing elevations of all sides of the proposed building or structure may be allowed where it can be shown to the satisfaction of the Planning Director that certain sides of the building/structure are not visible from public property or public rights of way. In this instance the elevations of the sides not visible are not required.

- d. Preliminary grading plan indicating grading necessary for the proposed structures, access roads and parking areas. The plan shall indicate the location, height and grade of all cut and fill banks necessary for the proposed project.
- e. Narrative description of the proposed development and how it was designed in accordance with the architectural theme and design guidelines established by the Board of Supervisors.

5. HDRO Plan-Application Processing Procedures

A pre-application meeting with the Planning Department to discuss a proposed project and the applicable design review standards is strongly encouraged. Upon receipt and acceptance of a Design Review Plan application as complete, the Planning Department shall, within 5 days, refer such application to the Design Review Committee appointed by the Board of Supervisors having jurisdiction over the area in which the development is proposed. The design review committee shall formulate a recommendation to approve, conditionally approve or deny the design review plan within fourteen (14) days of the receipt of a completed application from the Planning Department. In the instance that no design review committee has been appointed or the appointed design review committee fails to formulate a recommendation by majority vote, the Planning Director shall consider the design review plan. The Planning Director shall consider the design review plan application along with the recommendation and act to approve, conditionally approve or deny the application. Action on the design review plan shall occur within 5 days of receipt of the recommendation from the design review committee. The Planning Director's action shall be based upon the findings listed in subsection 3.14(C)(2) of this section. The Planning Director shall provide specific findings if the design review plan is denied.

6. HDRO Plan Application-Review Exemption

The Planning Director may approve an exemption from review by the design review committee where it can be determined that the proposed development is a minor alteration or expansion of an existing development that will not affect the achievement of the Architectural and Design Review goals established by the Board of Supervisors for the affected area. For the purpose of this subsection a minor alteration or expansion is defined as less than 10% of the existing building size that will not significantly modify the exterior appearance of the structures and/or site. The applicant shall be required to submit the information required by subsection 3.14(C)(4) of this section in order to justify the exemption.

7. Establishment Of Architectural Theme and Development Guidelines For HDRO Districts

The Board of Supervisors shall establish an Architectural Theme and Development Guidelines for



each HDRO District established pursuant to this section. The standards shall provide guidelines for development in accordance with the Special Development Standards established by subsection 3.14(C)(2) of this section. The standards may adopted separately or as part of a Specific Plan for an area and shall be adopted by resolution or ordinance.

8. Demolition within a Historical Design Review Overlay District, Demolition of a designated Historic Site or Structure.

a. Demolition Permit Required

Except as provided in this section, no building or structure identified by the County as historically significant within a designated Historical Design Review Overlay Zone or designated as an historic site and structure as shown in Appendix C of the Mariposa Town Planning Area Specific Plan shall be demolished without first obtaining approval from the Planning Director.

b. Demolition Permit-Review Findings

No permit shall be issued to demolish or cause to be demolished any building, structure or portion thereof that has been identified by the County as historically significant within any Historic Design Review Overlay District unless:

- i. The Planning Director determines that the building or structure has no historical value or significance and does not contribute to the historical character of the District; or
- ii. The Planning Director determines that the owner would have no economic use of the property unless the structure is removed. It is the applicants responsibility to submit to the County financial data to substantiate such claim, including the cost, assessed value, taxes, appraisals, listings and income from the property; or
- iii. The Planning Director determines that the structure or building is in such a deteriorated condition that it is determined to be unrepairable and that demolition will not have a significant

effect on the achievement of the purpose of this title; or

- iv. The Planning Director determines, upon consultation with the Chief Building Inspector, County Engineer, County Fire Warden or other appropriate individuals that an imminent safety hazard exists, and that demolition is the only feasible means to secure the public safety. The Director's determination in this matter shall be guided by the standards and criteria set forth in the current editions of the Uniform Building Code, Uniform Fire Code and State Historic Building Code.

c. Demolition Permit-Application Processing Procedures.

Consideration of a demolition permit shall follow the procedures outlined in subsection 3.14(C) (5) of this section.

d. Demolition Permit-Action

After review of all pertinent information the Planning Director shall exercise one of the options listed below:

- i. Approve the demolition permit if the application conforms with one of the findings listed in subsection 3.14(C) (8) (b) .
- ii. Direct a stay of demolition for a maximum period of four weeks in order to allow time for the applicant and the Planning Director to seek alternative solutions to demolition. If no alternatives are found, after the period established for the stay of demolition, the Director may approve the application.
- iii. Deny the application if the findings listed in subsection 3.14(C) (8) (b) cannot be made.

SECTION 3.15 SUPPLEMENTARY USE STANDARDS

A. Home Based Occupations

Home based occupations will be permitted in all single family structures subject to the following:

1. Home occupation shall mean a use which, as determined by the Planning Director, is customarily carried on within a dwelling or mobile home by the inhabitants thereof, which use is clearly incidental and secondary to the residential use of the dwelling or mobile home, and which use:
  - a. Is confined completely within the dwelling or mobile home and occupies not more than thirty-three (33%) percent of the gross area of one floor thereof;
  - b. Is operated only by the members of the family occupying the dwelling or mobile home;
  - c. Produces no evidence of its existence in the external appearance of the dwelling, mobile home, or premises or in the creation of noise, odors, smoke or other nuisances to a degree greater than that normal for the neighborhood in which such use is located;
  - d. Does not generate pedestrian or vehicular traffic beyond that normal in the neighborhood in which use is located;
  - e. Meets the requirements of the applicable building codes and fire district of jurisdiction; and
  - f. Requires no additions or extensions to the dwelling or mobile home, unless approved under use-permit provisions.
  - g. Does not have signs advertising the business.
2. Prior to the establishment of a home occupation, the following procedures shall be followed:
  - a. A notice of intent to establish a home occupation shall be filed with the Mariposa County Planning Department.
  - b. The Mariposa County Planning Department shall post a notice on the subject property or residence in a conspicuous manner for a period of fifteen consecutive days and notice to be



sent to all property owners within 300 feet of the proposed home occupation.

- c. The notice shall briefly describe the intended home occupation proposed.
- d. The filing of a petition signed by 50% of the property owners residing within 300 feet of the proposed home occupation site, which protest the intended activity and is filed with the Mariposa County Planning Department within 20 days of posting subject property, shall require such proposed home occupation to be permitted by conditional use permit only.
- e. Failure of such a protest petition being filed as described above, the Planning Department shall issue a notice of approval to the applicant within 10 working days of the closing of a protest petition filing date.

**B. Bed and Breakfast and Residential Transient Rentals**

Bed and Breakfast and Transient Rental Establishments shall be considered a permitted use within all single family residential structures. Bed and Breakfast Establishments are defined as a single family residential structure which is occupied by a non-transient. Residential Transient Establishments are defined as a single family structure which is available for rental to a family or a group on a transient basis. These structures are also defined as single family dwelling units where in title is held by a deed which describes only that property on which the structure is located or the single family dwelling unit together with any common areas. Notwithstanding other code provisions, a duplex shall be considered a single family dwelling for the purpose of this chapter. Both Bed and Breakfast and Residential Transient Rentals shall meet the following requirements:

1. No more than three (3) bedrooms are available for occupancy by transients.
2. The structure and facilities used shall be approved for such use by the Mariposa County Health Department and shall at a minimum comply with the following standards:
  - a. The residence shall be serviced by an approved community sewage disposal system, or have an individual system satisfying current code requirements.

- b. Water supply shall be by an approved community system, or from an individual well having quality and quantity satisfying current code requirements.
- 3. The structure and facilities used shall be approved by the applicable fire protection agency and comply with applicable provisions of the Public Resources Code.
- 4. A sign of not more than four square feet shall be posted and clearly visible from the nearest road. The sign shall require the street address and may contain the name of the owner or establishment. Larger signs shall require Planning Commission approval.
- 5. At a minimum, an 8 1/2 x 11 inch written notice must be placed in each rental unit which contains the following information:
  - a. Instructions in case of fire or other emergency.
  - b. Quiet hours are between 10:00 p.m. and 8:00 a.m. and shall be strictly enforced.
  - c. Water and energy conservation measures.
  - d. Proper use of wood burning stoves and fireplaces.
  - e. Parking and snow removal requirements if necessary. No parking on roadway is permitted during snow removal periods declared by the Director of Public Works, pursuant to County Code, Section 10.08.110.
  - f. An identification of the character of area in which the unit is located (i.e. rural, agricultural, residential).
  - g. A statement relative to respect for adjacent property owner's rights and trespassing concerns.
- 6. At the time the permit is approved, the structure must be found in conformance with current building code requirements by the Chief Building Inspector relative to the basic health, safety and welfare of the occupants.

7. The following on-site parking standards shall apply:
  - a. Bed and breakfast establishments shall have two (2) parking spaces for the residence plus at least one (1) space for each bedroom available for rent.
  - b. Residential transient rental establishments shall have one (1) parking space for each bedroom to be rented.
  - c. Parking provided shall be maintained so that it is accessible, usable, and utilized at all times during the year, when it is occupied.
8. The applicant shall apply to the Mariposa County Planning Department for site plan review and approval. The Planning Department shall forward the application to the Building Department, Health Department, and a fire protection agency for review.
  - a. Following approval by all appropriate agencies, a valid transient occupancy registration certificate shall be issued by the Mariposa County Treasurer/Tax Collector's Office.

**C. Day Care and Community Care Facilities**

**1. Day Care Facilities**

Preschool, child day care, and adult day care facilities for six (6) or fewer persons shall be a permitted use in residential structures in any zone in which residential uses are permitted. In addition to the provisions of the Health and Safety Code, the following special standards shall apply:

- a. All outdoor play areas shall be enclosed with fencing a minimum of four (4) feet high, provided that such fencing is to be solid and a minimum of six (6) feet in height on any property line abutting a residential use on an adjoining lot.
- b. In addition to the parking normally required for the residence, an off-street drop-off area shall be provided with the capability to accommodate at least one car.

**2. Nursing Care Facilities**

Nursing and personal care shall be a permitted use in all zones in which residential uses are permitted when six (6) or fewer persons are



provided twenty-four (24) hour care in a single family residence. In addition to the provisions of the Health and Safety Code, the following special standards shall apply:

- a. Play areas for children must be fenced to prevent uncontrolled access to and from the site.
- b. The facility shall conform to all other residential site design standards.

**D. Agricultural Uses**

Agricultural uses, including the raising and/or keeping of livestock, the production of crops, and other horticultural, viticultural or silvicultural uses shall be considered permitted uses in single family residential 1/2 acre zone when appurtenant to a residential use and when conducted in such a manner as not to constitute either a private or public nuisance. The raising and/or keeping of livestock shall comply with the following limits:

1. The parcel shall be a minimum of one (1) acre exclusive of access easements in size;
2. 1 horse, mule, cow/steer or similar sized animal per acre;
3. 3 sheep, goats, turkeys, swine or similar sized animal per acre;
4. 10 chickens, ducks, geese, rabbits or similar sized animals per parcel;
5. No animals or fowl, except dogs and cats kept as domestic pets, shall be housed or confined in a building or structure which is within 36 feet of any street or any structure on an adjacent parcel designed for human habitation.

**E. Special Use Provisions for Historic Structures**

All uses may be considered for structures or buildings included on the List of Historical Resources in Mariposa, with the exception of permitted uses, regardless of the primary land use within which the structure is located subject to the following provisions:

1. The Planning Commission may approve a conditional use permit on designated historic structures where it is demonstrated that the special use will be of

benefit to the community by requiring the restoration and preservation of a historic structure to reflect it's original state.

2. All exterior modifications, alterations or reconstruction to take place on the structure are to be described as part of the special use permit application and if approved by the Planning Commission are to be made part of the conditions granting the permit.
3. The Planning Commission shall follow standard use permit procedures in reviewing special historic structure uses and shall not approve uses which have the potential for creating a public nuisance or have substantial detrimental effect on adjacent property. In reviewing such matters, the Commission must consider the advantages of preserving a historic structure to the benefit of the community versus the possible negative effects of permitting a normally incompatible use in an area. Such review and deliberation may encompass alternative uses which may be of a lesser negative impact yet achieve the primary purpose of feasible historic preservation and restoration of historic structures.
4. The special use provisions of this section shall only apply to existing historic structures. A building or structure which has been demolished, destroyed or otherwise rendered unusable shall not be subject to these provisions nor shall these provisions apply to proposals which will result in such alterations or remodeling of the historic structure as to cause the structure to lose its original historic character and/or significance.

#### SECTION 3.16 SIMILAR USE STANDARDS

- A. Where a proposed land use is not specifically listed as permitted or conditional, the Planning Director shall review the proposed use when requested to do so in writing, and based upon the characteristics of the use, determine if the use proposed is similar to those permitted or conditionally permitted.
- B. Prior to making a similar use determination, the Planning Director shall find that such use is similar to the listed use in areas including, but not limited to, intensity, density, traffic, noise and other

environmental factors as specified in the County Initial Study checklist items.

- C. Upon a written determination by the Planning Director that a proposed unlisted use is similar in its nature and intensity to a permitted or conditionally permitted use, the proposed use shall be treated in the same manner as the listed use in determining where it is allowed, what permits are required and what standards affect its establishment.
- D. All Planning Director determinations shall be noticed in a newspaper of general circulation within the county at least once prior to the end of the appeal period and posted in not less than 3 public places within 24 hours after determination is made and shall remain posted during the length of the appeal period. The Planning Department shall maintain a list of sites where notice in neighborhoods or communities will be posted.

## **SECTION 3.2 DEVELOPMENT STANDARDS**

### **3.21 Setbacks from Property Lines and Streets**

- A. Unless otherwise prescribed, the following setback standards shall apply to all buildings, structures except as permitted by Subsection 3, and uses set forth in Subsection 4. These setback standards shall also apply to additions to existing buildings, structures, or uses set forth in Subsection 4.

#### **1. Residential Uses**

- a. **Street and Front Yard:** The front yard setback shall be a minimum of 50 feet from the centerline of a local street or State Highway and a minimum of 20 feet from the nearest point on a front property line or edge of any right-of-way boundary of a local street or State Highway. The front yard setback is established parallel or concentric to the front property line. Fences, three (3) feet or less in height, shall be allowed within the front yard setback.
- b. **Side Yard:** The side yard setback shall be a minimum of five (5) feet from a side property



line. Fences, six (6) feet or less in height, shall be allowed within the side yard setback.

- c. **Rear Yard:** The rear yard setback shall be a minimum of 20 feet from a rear property line. For parcels with two or more front yards, the rear yard setback shall be a minimum of five (5) feet from a rear property line. Fences, six (6) feet or less in height, shall be allowed within the rear yard setback.
- d. **Subdivisions:** Setbacks which vary from the setback standards contained herein may be established for parcels created through the subdivision process. The setbacks shall be established by the Planning Commission through the subdivision review process and shall be shown on the final/parcel map.

**2. Commercial, Institutional, and Industrial Uses**

- a. **Street and Front Yard:** The front yard setback shall be a minimum of 30 feet from the centerline of a local street or ten (10) feet from the nearest point on the edge of a right-of-way boundary of a State Highway. The front yard setback is established parallel or concentric to the front property line. Off-street parking spaces and parking aisles shall not be allowed within the front yard setback.
- b. **Side and Rear Yard:** There shall be no mandatory side and rear yard setbacks. Appropriate setbacks shall be determined based upon design review considerations, circulation, and loading/unloading needs.

**3. Uses Permitted in Setback Areas -** The following uses shall be permitted in setback areas:

- a. Septic systems.
- b. Wells.
- c. Residential propane storage tanks except in the front yard setback.
- d. Mail boxes.
- e. Retaining walls not part of a building or structure.
- f. Underground utilities and appurtenant above-ground structures.
- g. Uncovered walkways.
- h. Driveways.

**4. Uses Prohibited in Setback Areas** - The following uses shall be prohibited in setback areas:

- a. Free-standing and monument signs.
- b. Above ground fuel storage tanks or non-residential propane storage tanks.
- c. Refuse storage areas, outdoor storage areas, and outdoor work areas for commercial, institutional, or industrial uses.
- d. Decks and porches.
- e. Pools.

**5. Projections in Setback Areas** - Architectural projections including eaves, canopies, and balconies; deck and porch overhangs; and signs attached to a building shall not project more than three (3) feet into a required setback area.

**B. Setbacks from Drainage Ways** - Unless otherwise prescribed, the following setback standards shall apply to all buildings, fill placements, and uses set forth in Subsections 3 and 4. These setback standards shall also apply to additions to existing buildings, fill placements, and uses.

1. Major Drainages - The setback from major drainages shall be a minimum of 50 feet from the apparent centerline of Mariposa and Stockton Creeks and in no case shall buildings, fill placements, and uses set forth in Subsections D be placed within the 100-year floodway as established by the Flood Insurance Rate Maps (Exhibit 7). The uses set forth in Subsection C may be approved by the Planning Director in the setback area when it is determined that the use will not result in any increase to flood levels and will not alter the flow of floodwaters on upstream and downstream properties during the occurrence of the 100-year base flood discharge. The Planning Director may require any information, including an engineered study, necessary to determine the impact on the flow of floodwaters.
2. Minor Drainages - The setback from minor drainages shall be a minimum of 25 feet from the apparent centerline of minor drainages as identified in Exhibit 7 of the Mariposa Town Planning Area Specific Plan. Lesser setbacks from minor drainages, the uses set forth in Subsection C, and replacement of natural drainages with stormwater drainage facilities may be approved by the Planning Director when it is determined that the drainage will not be adversely affected. The Planning

Director may require any information, including an engineered study, necessary to determine the impact on the flow of floodwaters. Engineered studies shall analyze the entire watershed of the minor drainage based upon planned buildout.

3. Uses Permitted in Setback Areas Subject to Special Standards

- a. Bridges and other types of creek crossings, pedestrian and vehicular, and appurtenant fill materials. Fill materials shall be protected from scouring and erosion. An engineered study shall be required.
- b. Pedestrian and vehicular access improvements and appurtenant fill materials. Fill materials shall be protected from scouring and erosion.
- c. Underground utilities, appurtenant above-ground structures, and appurtenant fill materials. Fill materials shall be protected from scouring and erosion.

4. Uses Prohibited in Setback Areas - The following uses shall be prohibited in the setback area except as permitted by Subsection 3:

- a. Buildings.
- b. Fill placements.
- c. Above ground fuel storage tanks.
- d. Residential or commercial propane storage tanks.

**C. Highway 49 North Right-of-Way:** Unless otherwise prescribed, the following standards shall apply to all buildings, structures except as permitted by Subsection C, and uses set forth in Section 3.21(A)(4). These standards shall also apply to additions to existing buildings, structures, or uses set forth in Section 3.21(A)(4).

1. Setbacks - The setback from the proposed right-of-way boundary for Highway 49 North as determined by CalTrans shall be a minimum of ten (10) feet. Commercial and multi-family residential parking areas required to meet the requirements of this Title shall not be permitted in the setback area.

2. Uses Allowed Within Proposed Right-of-Way

- a. Buildings, structures except as permitted by Subsection C, and uses set forth in Section 3.21(A)(4) shall not be permitted in the



proposed right-of-way for Highway 49 North unless the following standards are met:

1. The right-of-way necessary to construct the Highway 49 North improvement project is reduced by utilization of retaining walls or other similar improvements and/or execution of drainage and maintenance agreements and such improvements and/or agreements are approved by the Planning Director upon consultation with the California Department of Transportation.
  2. The building, structure, use, or parking area is setback a minimum of ten (10) feet from the reduced right-of-way boundary.
  3. A cooperative agreement between the property owners, the County, and the California Department of Transportation if necessary is executed whereby any improvements will be constructed prior to or concurrently with the Highway 49 North improvement project.
- b. The property owner shall be responsible for initiating this process; preparing all necessary studies, plans (including engineering), and agreements; and all associated costs including the costs of the improvements.
3. Uses Permitted in Proposed Right-of-Way and Setback Areas - The following uses shall be permitted in the proposed right-of-way and setback areas:
- a. Mail boxes.
  - b. Retaining Walls not part of a building or structure.
  - c. Underground utilities and appurtenant above-ground structures.
  - d. Uncovered walkways.
  - e. Driveways.
  - f. Parking areas not required to meet the requirements of this Title.
4. Proposed Right-of-Way Boundaries - The boundaries of the proposed right-of-way boundary for Highway 49 North shall be as determined by the California Department of Transportation and as shown on the right-of-way map on file in the Mariposa County Planning Department.

### **3.22 Building Height**

No building or structure shall be erected, constructed, or altered in any manner so that the building or structure exceeds its present height, two stories or 35 feet as measured from natural grade as defined in Section 17.108.140(C) of the Zoning Ordinance, whichever constituting the greatest height. These standards establish maximum heights and lesser heights may be required on buildings and structures subject to design review standards.

### **3.23 Parking Standards**

The following parking standards shall apply to all new development and changes of occupancy which increase the required number of parking spaces. The purpose of these standards is to insure adequate on- or off-site parking so that development does not increase congestion or unsafe maneuvering within public rights-of-way or impact public parking lots financed by existing development. This section shall not apply to those properties within the boundaries of the Mariposa Parking District.

#### **A. On-site Parking Space Requirements**

##### **1. Residential Uses**

- a. Studio or one bedroom apts - 1.5 parking spaces per unit.
- b. Two or more bedroom apartments or single family residential - 2 parking spaces per unit.

##### **2. Commercial Uses**

- a. Professional Office - 1 space for each 350 sq. ft. of gross floor area, except floor area used exclusively for storage.
- b. Medical Offices - 1 space for each 200 sq. ft. of gross floor area, except floor area used exclusively for storage.
- c. Grocery stores, drug stores and similar intensive retail establishments - 1 space for each 300 sq. ft. of gross floor area, except for floor area used exclusively for storage and not accessible to the public.
- d. Restaurants - 1 space for each 150 sq. ft. of gross floor area or 1 for each 3 persons occupancy, whichever is greater.

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- e. Fast food restaurants, drinking establishments - 1 space for each 100 sq. ft. of gross floor area.
- f. Furniture, appliance, carpet and similar low intensity retail sales - 1 space for each 1000 sq. ft. of gross floor area.
- g. General Retail except as otherwise specified herein- 1 space for each 500 sq. ft. of gross floor area.
- h. Exterior Retail Sales such as auto dealer shops- 1 space for each 1000 sq. ft. of sales and display area.
- i. Fuel Service Stations - 3 spaces plus 2 additional spaces for each service bay.
- j. Auto Repair - 1 space for each 800 sq. ft. of gross floor area plus 2 additional spaces for each service bay.
- k. Hotels/Motels - one space for each unit, plus 2 additional spaces.
- l. Bowling Alleys - 2 spaces for each lane plus 1 space per each employee on the maximum shift.
- m. Health Clubs - 1 space for each 300 sq. ft. of gross floor area.
- n. Theaters - 1 space for each 4 fixed seats or 1 space for each 50 sq. ft. of gross floor area if seats are not fixed.
- o. Barber/Beauty Shops - one space per employee on maximum shift plus 1.5 spaces for each barber chair and/or beautician station.
- p. Dry Cleaning Facilities - 1 space for each 200 sq. ft. of gross floor area used by the public.
- q. Laundromats - 1 space for each 250 sq. ft. of gross floor area.
- r. Banks and Savings and loans - 1 space for each 300 sq. ft. of gross floor area plus 2 additional spaces per automated teller unit if there are outside automated teller machines.



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### **3. Industrial Uses**

- a. Mini-Storage/Outside Storage - 3 customer spaces plus one space per employee on maximum shift.
- b. Manufacturing, Processing, Fabrication and Warehousing Uses -
  - 1 space for each 1000 sq. ft. of gross floor area within a building plus 1 space for each 2000 sq. ft. of exterior active use area plus 1 space for each 5000 sq. ft. of exterior storage area.
- c. Research and Development Facilities -
  - 1 space for every employee on the maximum shift plus 1 space for each company vehicle.

### **4. Institutional Uses**

- a. Churches, Lodge Halls and Other Public Assembly Areas - 1 space per 4 fixed seats (18 linear inches along a bench is considered 1 fixed seat) or 1 space per 50 sq. ft. if fixed seats are not provided.
- b. Libraries, galleries and museums - 1 space for each 350 sq. ft. of gross floor area.
- c. Day care and pre-school - 1 parking space plus one loading/unloading space for each 5 children.
- d. Elementary and Jr. High School - 1 space for each classroom and 1 space for each 4 fixed seats or 50 sq. ft. of area in the auditorium or gymnasium.
- e. High Schools - 6 spaces for each classroom and 1 space for each 4 fixed seats or 50 sq. ft. of area in the auditorium or gymnasium.
- f. Hospitals - 2 spaces for each bed.
- g. Convalescent Hospitals, Nursing Homes - 1 space for each 5 beds plus the number of spaces required for the office and the residence, if applicable.

### **B. General Provisions**

Accessible on- or off-street parking areas shall be provided and maintained as set forth in this section. Parking areas shall provide parking and maneuvering room

for motor vehicles and for pedestrian safety based on the anticipated occupancy of the related building, structure or exterior use. Where there is a combination of principal uses in any one facility, the sum of the parking requirements of these uses shall be provided unless otherwise addressed by these standards. If the calculation of parking requirements results in the requirement for a fraction of a parking space, such parking space need not be provided unless the fraction exceeds fifty percent. This section shall not be construed to prohibit the installation and maintenance of more parking spaces than the minimum required.

1. **Parking Review.** Plans submitted for a building permit shall include the design of the required parking area drawn to scale. Such plans shall include all parking spaces and maneuvering areas, curb cuts, landscaping and other improvements. The building permit shall not be issued until such parking plans have been approved by the Planning Department and no final inspection shall be approved until the parking spaces and required landscaping are installed.

If the parking demand is increased due to a change of occupancy which does not require a building permit, the Planning Department shall review and approve the parking plan prior to the establishment of the new occupancy. The parking plan shall be approved in this case if it complies with all standards contained in this section.

2. **Seats or Seating Capacity -** Where the standards for parking set forth in this section are based upon seating capacity, the capacity shall be determined by reference to the actual seating capacity of the subject area based upon the number of seats or one (1) seat per 18 inches of bench or pew length and one (1) seat per 24 inches of booth length for dining, but in no case shall seating be less than as required by the Uniform Building Code.
3. **Parking Reductions -**
  - a. Parking reductions or modifications to parking standards may be granted by the Planning Commission when considered through the variance process or in conjunction with a use permit or other discretionary application. Such reductions or modifications shall only be granted when findings are made that there are unique circumstances, that such reduction does not compromise the intent of providing adequate parking, and that there will be no adverse

impact on access or circulation. The project proponent shall submit evidence documenting the existence of these circumstances.

- b. In addition to this process, the following variation to the parking standards may also be granted:
  - i. Shared Parking - At the discretion of the Planning Director or the Planning Commission, whichever has jurisdiction, where two (2) or more commercial uses share parking facilities, the minimum space requirement may be reduced by up to fifty (50%) percent of the parking requirement for the use requiring the least parking, subject to a minimum of 10 parking spaces being provided. In order to allow such reduction, the approval authority shall find that such reduction does not compromise the intent of providing adequate parking considering hours of operation or other factors and that there will be no adverse impact on access or circulation. Such a reduction shall be subject to the recordation of enforceable agreements prior to issuance of a building permit, which ensures that appropriate programs are implemented for the life of the use and shall be required as a condition of approval of the parking reduction.
  - ii. Bus Spaces - For parking lots containing 15 or more parking spaces and serving tourist oriented uses as determined by the Planning Director, one bus space shall be allowed to take the place of six (6) conventional parking spaces. One bus space shall be allowed in this manner for each 15 conventional parking spaces within a parking lot. A bus parking space shall have a minimum dimension of 12 feet by 50 feet and shall include adequate maneuvering room for safe ingress and egress.
  - iii. On-Street Spaces - When required parking cannot be located on site, on-street parking spaces may be developed by the applicant in lieu of the on-site parking as approved by the Planning Director and Public Works Director in accordance with the following:



- (a) A minimum of two on-street spaces shall be provided.
  - (b) Two on-street spaces shall be required for each required on-site space.
  - (c) Spaces shall be constructed in accordance with applicable provisions in the Road Improvement and Circulation Policy.
  - (d) An encroachment permit shall be required for development of spaces within a county maintained road right-of-way.
  - (e) Existing on-street spaces may be counted if approved by the Planning Commission following a noticed hearing. In order to allow such reduction, the approval authority shall find that such reduction does not compromise the intent of providing adequate street parking to the general public considering hours of operation or other factors.
  - (f) The spaces shall be developed within the project site frontage or immediately adjacent to the project site.
  - (g) There shall be safe, convenient pedestrian access from the parking spaces to the subject use.
  - (h) Signs which reserve the on-street parking spaces for the applicant's clientele or others shall be prohibited.
4. Existing Facilities - Any building or use for which parking facilities become substandard by the adoption of this code shall be considered a nonconforming use. Such nonconforming use may continue, but no enlargement or expansion shall be made in such use or building, unless the required number of parking spaces or parking areas required by this section for the enlargement or expansion are provided in addition to the existing parking spaces and areas. Any change of occupancy or use in an existing building or lot which requires more parking space shall provide the additional parking spaces and areas required by this section.
5. Tandem Parking - Except where specifically permitted by this section, parking spaces shall not be in tandem. All parking spaces shall be free of obstructions, and parking should be accomplished in a continuous forward movement. Tandem parking shall mean one parking space located behind another parking space which has no direct access to the driveway or street.

6. Provisions for Residential Uses

- a. Parking Locations - Off-street parking spaces for single-family detached dwellings shall be located on the same lot or parcel on which the dwelling is located. Off-street parking spaces for all other dwellings shall be located on the same development site and on the same lot or parcel or not more than 200 feet from the lot or parcel on which the dwelling is located. There shall be safe, convenient pedestrian access from the parking spaces to the subject use.
- b. Senior Citizen Parking - The total number of parking spaces required for senior citizen housing may be reduced by up to twenty-five (25%) percent, based upon a finding that the proposed development is located within 500 feet of a shopping center or is served adequately by a transportation system.
- c. Assigned Spaces - One (1) of the required parking spaces for each multi-family dwelling unit shall be an assigned parking space, not more than 200 feet away from the unit to be served.
- d. Where more than 1 parking space is provided for a residential unit, tandem parking shall be permitted provided at least 1 space per dwelling is individually accessible.

7. Provisions for Commercial and Industrial Uses

- a. Parking Locations
  - 1) In commercial zones, off-street parking shall be located on the same lot as, or on a lot contiguous to, the building, structure, or use to be served except for uses within the Mariposa Parking District.
  - 2) Parcels off-site from the project site may also be approved by the Planning Director as satisfying a portion of required parking if the Director finds that the parking spaces are within a safe, convenient walking distance of 200 feet from the project site, that the uses on the project site are conducive to remote parking, that there will be no adverse impact on access and circulation, and that said parking is not

being used as required parking for another use. A recordable, enforceable agreement shall be executed prior to issuance of a building permit or use of the project site ensuring the continued availability of this parking or its equivalent. Distances in excess of 200 feet may be approved by the Director if there are special circumstances that shall meet the above criteria.

- b. Spaces not for Repair or Storage - Required Parking spaces shall not be used, or be permitted to be used, for the repair, servicing, or storage of vehicles or for the storage of materials.
  
- c. Uses Not Specified - Commercial parking requirements for uses not specified in this part shall be based upon a standard of one space per 300 square feet of gross floor area, unless the Planning Director or Planning Commission approves a different parking requirement, based on the most comparable uses specified in this part.

C. Design Standards

- 1. Parking Stall Sizes - Except for designated employees parking spaces, each standard off-street parking space shall be at least the following minimum sizes:

| <u>Angle<br/>in Degree</u> | <u>Curb Length per Car</u> | <u>Stall Depth</u> |
|----------------------------|----------------------------|--------------------|
| 0                          | 24' - 0"                   | 8' - 6"            |
| 30                         | 16' - 6"                   | 16' - 0"           |
| 45                         | 11' - 6"                   | 19' - 0"           |
| 60                         | 10' - 0"                   | 20' - 0"           |
| 90                         | 9' - 0"                    | 19' - 0"           |



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All compact off-street parking spaces shall be at least the following minimum sizes:

| <u>Angle<br/>in Degree</u> | <u>Curb Length per Car</u> | <u>Stall Depth</u> |
|----------------------------|----------------------------|--------------------|
| 0                          | 21' - 0"                   | 8' - 6"            |
| 30                         | 16' - 6"                   | 14' - 0"           |
| 45                         | 11' - 6"                   | 15' - 6"           |
| 60                         | 10' - 6"                   | 16' - 6"           |
| 90                         | 8'                         | 14'                |

For Designated Employee parking space, the space width may be reduced to 8' - 6" for 90° parking.

No more than 40 percent (40%) of the required number of parking spaces may be sized for compact cars. Such spaces shall be clearly marked "Compact Cars Only".

All standard and compact parking stalls shall be clearly striped.

2. Handicapped Requirements - Off-street parking spaces shall be provided for handicapped persons. The number of handicapped spaces and the design shall be as specified by Title 24 of the California Code of Regulations. Generally, all handicapped parking spaces shall be located in proximity to curb ramps or other pedestrian walks providing the most direct access to the primary entrance of the building served by the parking lot and where the handicapped person is not required to maneuver behind any parked vehicles.
3. Parking Lot Access and Circulation - All exits from parking lots shall be clearly posted with "Stop" signs, and stop bars, and appropriate directional signs shall be maintained when necessary and as required by the Planning Director.

Driveway access to parking spaces for a single family dwelling unit shall not be less than nine (9') feet in width. Driveway access used to serve more than two (2) dwelling units shall not be less than twelve (12') feet in width. The maximum driveway grade for a single-family residence and for commercial development shall be (sixteen)16%. Driveway access to all uses other than residential shall have a width of not less than fourteen (14') feet if one-way, or not less than twenty-two (22') feet for a two-way, combined entrance and exit. Minimum aisle widths shall be as follows:

| <u>Angle - In Degrees</u> | <u>Aisle Width</u> |
|---------------------------|--------------------|
| 30 *                      | 14' - 0"           |
| 45 *                      | 14' - 0"           |
| 60 *                      | 20' - 0"           |
| 90                        | 26' - 0"           |

\* - Denotes one-way aisles only.

Where two-way traffic is permitted, the minimum aisle width shall be twenty-six (26) feet.

- 4. Parking Lot and Access Surface
  - a. Except as provided for by Subsection b, all areas used for parking and access to such parking areas shall be completely paved with asphalt or concrete surfacing. When findings are made that the use is low intensity and that alternative surfacing materials are adequate for the use such alternative materials may be approved by the Planning Director. Further, all parking areas and accesses shall be provided with adequate drainage as approved by the Planning Director. Any portion of the parking area not paved shall be landscaped.
  - b. All areas used for parking and access to such parking areas for single family residences constructed on parcels greater than one (1) acre (net) may be surfaced with a minimum of two (2) inches of aggregate road base or equivalent with adequate drainage as approved by Planning Director.
- 5. Parking Lot Slope - Commercial parking lots shall not have a slope exceeding 4.5%, except for access ramps or driveways which shall not exceed a slope of sixteen (16%) percent.
- 6. Wheel Stop Standards - Wheel stops shall be installed two (2') feet from the edges of the required sidewalks, planters, and landscaped areas for all parking spaces in order to protect the required sidewalks, planters and landscaped areas from vehicular overhang and to protect any structure from vehicular damage. A planter curb may function as the wheel stop but the planter shall be a minimum of six (6') feet in width. All wheel stops shall be maintained in good condition.

7. Off-Street Loading and Unloading Spaces -

Off-street loading and unloading spaces shall be provided as determined necessary by the Planning Director during project Design Review.

**3.24 Hillside Development Standards**

These standards shall regulate all new construction, including residential construction, on parcels or construction areas with an average slope in excess of 20% as determined by the Planning Director.

**A. Building Design**

All structures shall be designed and constructed using stepped foundations to reduce required cut and fill. Conventional monolithic slabs shall be prohibited on such slopes. This requirement may be waived where it can be shown to the satisfaction of the Planning Director that the proposed building site has a natural grade of less than 10%.

**B. Grading and Foundation Standards**

1. All grading shall be based upon engineered plans prepared in accordance with the standards in the Grading Ordinance and based upon a specific building design. The grading plans shall include soil stabilization and revegetation measures based upon Soil Conservation Service or comparable standards. The grading plan shall include gutter and down spout locations.
2. All building footings shall have a minimum depth of 18 inches below undisturbed native ground and a minimum width of 12 inches unless a reduction to the depth and/or width of the footings is allowed by specific geotechnical analysis. All footings shall be inspected by a soils engineer prior to concrete placement unless inspection is waived by the Building Official.
3. Cut slopes less than 5 feet high shall not be steeper than 1 to 1. Cut slopes higher than 5 feet shall not be steeper than 1 1/2 to 1. Cut slopes greater than 10 vertical feet (aggregate total) shall be prohibited. If retaining walls are utilized, the height of cut banks shall be measured from the top of the retaining wall. Cut slopes within building areas shall not exceed 2 to 1 unless specifically engineered. Fill placements greater than 10 vertical feet (aggregate total)



shall be prohibited. Fill slopes shall not be steeper than 2 to 1. All cut and fill slopes shall be restabilized and revegetated.

4. No grading plans shall be approved and no grading shall occur except in conjunction with approved building plans for residential construction or approved road plans based on an approved tentative map.

#### **C. General Development Standards**

1. A landscaping plan shall be submitted in conjunction with the grading plan for individual lot grading. The landscaping plan shall be designed to provide for the permanent revegetation of all disturbed areas that will not be covered with buildings, driveways or parking areas. The landscaping plan shall be prepared and reviewed in accordance with the plan preparation and plant criteria established in the Design Review District of the Mariposa Specific Plan. The landscaping shall be installed and approved prior to the issuance of a certificate of occupancy to the residence.
2. The maximum lot coverage for buildings and structures shall be 30%.

#### **3.25 Improvement Standards**

The following improvements shall be completed in conjunction with all construction within the Mariposa Town Planning Area. Issuance of building permits shall be subject to an approved design of the required improvements and a certificate of occupancy for a structure shall not be issued until the required improvements are completed or deferred based upon an approved improvement agreement or payment of an equal in-lieu fee as determined by the Public Works Director.

- A. Streets and Roads** - Road improvements shall include roadways, parking lanes, curb, gutter and sidewalks, pedestrian paths, street lights and street landscaping as appropriate.
1. Single Family Residences - No improvements required except as specified by the final subdivision map creating the parcel upon which construction is occurring.
  2. Commercial, Industrial, Institutional, and Multi-family - Frontage improvement, as defined by the Mariposa County Road Improvement and Circulation

Policy, shall be required for all projects generating more than 100 average daily trips as determined by the Public Works Director.

- B. Water and Sewer** - All new construction located within the Mariposa Public Utility District which requires increased water and/or sewer demand, shall connect to the MPUD water and sewer system. The developer shall provide the necessary infrastructure including adequate fire flows and fire hydrants as determined by the District. All new development within the TPA shall be subject to the following water conservation standards:

1. Specific low-flow fixtures and devices required.

The plumbing fixtures and devices specified in this section shall be installed, unless otherwise indicated herein, in every new building or addition to an existing building for which a building permit is required, and when a replacement fixture or device is required in any building.

(a) **Faucets (general):** All lavatory, kitchen and bar sink faucets shall be designed, manufactured, installed or equipped with a flow control device or aerator which will not allow a water flow rate in excess of 2.75 gallons per minute.

(b) **Faucets (public restrooms):** In addition to the general requirements set forth in Subsection (a) above, lavatory faucets located in restrooms intended for use by the general public shall be of the metering or self-closing type.

(c) **Showerheads:** Showerheads, except where provided for safety reasons, shall be designed, manufactured and installed with a flow limitation device which will not allow a water flow rate in excess of 2.75 gallons per minute. The flow limitation device must be a permanent and integral part of the showerhead and must not be removable to allow flow rates in excess of 2.75 gallons per minute.

(d) **Urinals:** Urinals shall be designed, manufactured and installed so the maximum flush will not exceed 1.5 gallons of water. Adjustable type flushometer valves may be used provided they are adjusted so the maximum flush will not exceed 1.5 gallons of water.

(e) **Water closets:** Water closets shall be designed, manufactured and installed so the

maximum flush will not exceed 1.5 gallons of water.

- C. **Utilities** - All construction on parcels of 3 acres or smaller in size shall be required to underground all power, phone, cable t.v. and other similar utility lines. Undergrounding of utilities shall occur from the nearest overhead line, if applicable.

**3.26 Architectural Theme and Development Guidelines for the Mariposa Town Planning Area Design Review District**

These standards shall apply to multi-family residential, commercial and industrial development within the Mariposa Town Planning Area and shall be applied to all new construction and building modifications/renovations requiring a building permit.

**A. Site Development Standards**

1. Minimize grading by utilization of multiple or stepped buildings conforming with the natural topography. On-site grading shall not be allowed until a development plan for the site is approved.
2. Maximum building area for development shall be determined by appropriate building scale and landscaping.
3. Require desirable and appropriate transition from street to building including landscaping, pedestrian access and parking.
4. Preserve prominent or unique natural features including topographic features, rock formations, water courses and vegetation.
5. Encourage clusters of buildings which are in scale with the area in which they are located.
6. Allow designs incorporating passive and active solar design for both heating and cooling.
7. Establish Mariposa Creek as an open space area for flood control, recreation, pedestrian circulation and community enhancement purposes and require individual development to observe and enhance the open space area.
8. All utilities, with the exception of propane storage tanks, shall be underground within the project site.



**B. Building Design Standards**

1. Diversity of architectural style is encouraged within the broad bounds of what is appropriate for Mariposa.
2. Buildings shall incorporate functional elements of the historic buildings of the region such as porches and roof overhangs for shade and weather protection, durable and fire resistant building materials and limited site excavation. The historic design review overlay architectural theme and development guidelines shall provide specific information regarding historical buildings.
3. Buildings shall have an appropriate scale which is harmonious with the neighborhood.
4. Building design and character should not conflict with adjoining development.
5. Monotony of design within the community should be avoided. Projects involving multiple buildings should include variation in building location and detail.
6. Base color for buildings (largest building surface) should generally be light colors in warm tones. Trim may be brighter or darker colors to compliment architectural features. Natural finishes such as stone, wood, brick, and tile are encouraged. Painted surfaces shall be harmonious with the natural finish. Quality and longevity of exterior finishes will be an important consideration in the design review.
7. All exterior mechanical equipment on roof, building and ground should be enclosed or screened from public view either by utilizing materials compatible with the building or locating them away from public view. Refuse storage areas, service yards and exterior work areas shall be screened from public areas such as streets, sidewalks and parks.
8. Drive-thru facilities shall be prohibited.

**C. Landscaping Standards**

1. Landscaping shall include existing and planned vegetation, fences, walls, pedestrian ways, exterior furniture and patios, berms, and irrigation systems.
2. Landscaping is necessary to enhance architectural features, screen unsightly areas and provide an

attractive transition from street to building and between adjacent developments.

3. Utilization of indigenous and/or water conserving plants shall required. Utilization of plants which are susceptible to insects and disease shall be strongly discouraged.
4. Natural topographic and vegetative elements should be incorporated into the project design when such elements contribute to the attractiveness of the development.
5. Trees and landscaping shall be included in all parking lot designs. A differentiation between perimeter landscaping and interior landscaping is made in these requirements. The purpose of perimeter landscaping is to screen parking areas from the street and/or adjacent residential uses. The purpose of interior landscaping is to provide shade within the parking area, reduce heat generated by paved parking areas, assist in on-site circulation and improve the general appearance of the site.
6. Planting areas for interior landscaping shall be designed so as to maximize provision of shade throughout the parking area during the summer months. For new construction or expansion of existing parking lots by 50% or more, the minimum area for interior landscaping shall be calculated as follows:

Option 1- Ten% of the total parking area, including drive aisles shall be landscaped. Generally a minimum of one tree shall be provided in the interior landscaping areas for every 5 parking spaces. Developments requiring less than 5 parking spaces are exempt from the interior landscaping standard. Perimeter landscaping may count for up to 50% of the required interior landscaping if site conditions dictate.

Option 2- Interior landscaping shall be provided so as to meet minimum shading requirements. Shading requirements shall be achieved by use of on-site shade trees placed so that the required percentage of the total parking area, including drive aisles, is shaded by tree canopies within 15 years of securing a building permit for the proposed development. Minimum shading requirements are established as follows:

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| Parking Spaces Required | % of total parking shaded |
|-------------------------|---------------------------|
| 5 - 24 spaces           | 30% minimum               |
| 25 - 49 spaces          | 40% minimum               |
| 50 + spaces             | 50% minimum               |

Tree coverage shall be determined by the approximate crown diameter of each tree at 15 years as estimated on the approved tree list. The percentage of area required to be shaded shall be based upon the number of above ground and uncovered parking spaces provided. Developments providing less than 5 parking spaces shall be exempt from the minimum shading requirements.

7. Planting areas for perimeter landscaping shall be designed so as to maximize effectiveness of the landscaping as a visual screen. Planting areas for perimeter landscaping shall be a minimum of 3 feet wide. Shrub materials used in perimeter landscaping areas shall be a minimum of 5 gallons in size at the time of planting. Perimeter planting areas shall only be required when screening of parking areas from the street or adjacent residential uses is necessary.
8. If landscaping is utilized for screening of mechanical or electrical equipment, or service areas including those which contain such items as trash dumpsters and propane tanks, vegetation used shall be equally effective at all times of the year.
9. Landscaping shall be designed so that it will not obstruct sightlines necessary for safe vehicular and pedestrian circulation, and will not interfere with public utilities.
10. Landscaping plans shall consider the full growth of the vegetation.
11. Parking lots shall contain plantings and walkways that help direct pedestrians safely and comfortably to their destinations.
12. Planting areas subject to damage from foot or vehicle traffic shall be protected by curbing, fencing or walls.
13. Parking areas and pedestrian ways shall be surfaced with A.C. paving, concrete or similar materials unless a determination is made that the traffic intensity of the use is low enough that such surfacing is not required.



14. All trees utilized in landscapes shall be from the approved tree list and a minimum of 15 gallons in size at the time of planting. Dwarf trees or unique specimens or species are exempted from this requirement when used as accents and not to meet shade requirements.
15. Provisions for irrigation shall be provided within all landscaped areas where necessary. Drip irrigation systems shall be encouraged as a water conservation measure.
16. The property owner shall be responsible for the maintenance of all landscaping in good condition so as to present a healthy, neat and orderly appearance for the life of the development. Dead or diseased plants shall be immediately replaced with plants which meet the size requirements established herein.
17. Grades for berms used in perimeter landscaping areas shall not exceed 33%.
18. All landscaped areas must incorporate use of ground cover. Use of vegetative ground cover is encouraged and use of gravel, rock or bark, may be allowed if determined appropriate based upon the proposed landscape theme.

**D. Sign Standards**

1. For the purpose of this policy, signs shall be defined as advertising displays visible from the exterior of a building.
2. Signs shall be integrated into the building design and harmonize with the overall site development. Signs on the face of the building or low lying monument signs are encouraged. Roof signs and perpendicular signs attached to the building, and extending more than 6 ft. from the face of the building, shall be strongly discouraged.
3. Signs constructed of natural materials (wood, stone, brick, etc.) shall be encouraged.
4. Overall sign size shall be related to the scale and type of development. Maximum area for sign(s) complying with paragraph No. 3 shall be 64 sq. ft. for each sign and the total aggregate area of all signs for each business. Internally lit signs or signs not made of natural materials shall have maximum area of 32 sq. ft. for each sign and the aggregate of all signs for each business. Businesses utilizing any internally lit signs or

signs not made of natural materials shall be subject to the 32 sq. ft. maximum sign area. Larger signs for large scale tourist oriented development may be considered if they comply with the overall intent of these standards. Sign size shall be defined as the area of the smallest rectangle that wholly contains the sign.

5. Graphic elements on signs shall be limited to the minimum necessary to convey services offered and shall be proportional to the overall sign area.
6. On-site directional signs which are less than 10 sq. ft. in size and do not advertise the business or contain the business logo or trademark shall not be included in calculating the overall sign area, however, such signs shall be reviewed as a part of the overall design plan.
7. In no instance shall it be appropriate for a sign to extend above the roofline of the building.
8. Temporary signs and banners for short-term sales and events shall not be regulated by these policies. Banners and signs displayed for longer than 21 days shall be subject to these regulations.
9. Community information boards, not exceeding 96 sq. ft. in area and constructed of natural materials, may be located within the Mariposa Town Planning Area. Such signs may include a map of the community, the location of groups, civic organizations, churches and matched business advertisements each of which may not exceed 2 sq. ft. in area.
10. Off-site signs are specifically prohibited within the district.
11. Window signs which comply with specific provisions as described herein shall be permitted on all parcels within the Mariposa Town Planning Area notwithstanding anything to the contrary contained in any regulatory language contained in this Specific Plan and shall not be included in calculating the overall sign area permitted by the appropriate Design Review District. For the purposes of this Section, a window sign shall be defined as a sign that is applied or attached to the exterior or interior of a window or located within a building, and is readable and conspicuously visible from the exterior of the

structure. Signs hung in, or visible through, open doorways shall be considered window signs. Sign copy for window signs shall not exceed twenty-five percent (25%) of the total building face window area including windows in doors, or shall not obscure vision through the window for more than twenty-five percent (25%) of the total building face window area, as determined by the Planning Director, unless such signs are not conspicuously visible from the public right-of-way. In addition, all window signs shall be confined within a generally rectangular area not to exceed fifty percent (50%) of the total window area. Graphic elements should comply with the standards of the appropriate Design Review District. Sign copy shall be measured by the smallest rectangle within which the copy can be enclosed. Internally illuminated signs including neon signs and signs with predominately florescent colors shall not exceed one-half (1/2) of the window sign copy allowed by this section.

12. Notwithstanding any other provision of this or other County Codes, a legal nonconforming sign may be relocated one time provided that:
  - a. There are no changes to the sign face or copy other than those minimum changes that may be necessary regarding the new address.
  - b. There is no increase to the sign size.
  - c. The structure housing the original sign may not be relocated.
  - d. The structure housing or supporting the relocated sign shall comply with all other relevant provisions of County Code.
  - e. The amortization period established in Section 17.108.190 of County Code shall be reduced to 50% of the number of years remaining in the amortization period.
  - f. Any sign replacing the original sign at the original site shall not increase the degree of nonconformity of the original sign and shall be subject to all provisions of County Code, including the amortization date. Replacement of a nonconforming sign at the original site shall be prohibited unless the



structure housing the original sign was designed and used for multiple signs; single sign structures housing the original sign shall be removed upon relocation of the nonconforming sign.

- g. Any sign replacing the original sign at the original site shall not be eligible for the one time relocation allowance under this section.
- h. The original sign location and the relocated site must both be within the Mariposa Town Planning Area.
- i. Illegal signs, as defined in Section 17.148.010 of County Code, shall not be eligible for the one-time relocation allowance.
- j. The square footage of the relocated sign shall count toward the total sign allowance at the new site.

### **3.27 Architectural Theme and Development Guidelines for the Mariposa Town Planning Area Historic Design Review District**

These standards shall apply to residential, commercial and industrial development within the Central Historic District of the Mariposa Town Planning Area as defined by Appendix C contained herein.

#### **A. Development Standards**

All standards of the Mariposa Town Planning Area Design Review District shall apply within the Central Historic District except as modified by the following specific standards:

- 1. All construction within the historical district shall comply with historical Mariposa Architecture defined as architecture generally utilized in the region from 1850 to 1920 and which is exemplified by the buildings outlined in the list of historical resources in Mariposa contained in the specific plan. Spanish style construction is included as historically significant.

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2. Buildings within the district shall be constructed of wood, brick, adobe or stone. Modern materials which closely resemble the historic materials are allowable. Examples of the desired surface and texture of the historic material are provided as an appendix to this document.
3. All buildings constructed within the district shall comply with the style of architecture typical to the region in the period identified above. Such architecture typically included design features such as gabled or shed roofs, tall narrow windows and doors, dormer windows, functional iron or wood shutters, balconies, porches, awnings, detailed scroll work, ornate functional elements such as vents, railings, support posts, etc. Examples of the desirable architectural elements are contained in the Mariposa County Gold Rush Design Review Guidelines, Mariposa County Planning Department.
4. Signs shall be constructed of natural materials consistent with No. 2 above. The maximum sign area for any business shall be 32 sq. ft. Graphic elements on the signs shall be designed utilizing the lettering types and techniques of the historic period. Lighting equipment for signs shall not be visible from public view. Sign standards shall be constructed of materials consistent with the historic architecture. Internally lit signs shall be prohibited within the district except for those provided for in Section 3.26.D.11.
5. New structures within the district shall not be significantly larger in size and scale than existing buildings within the district.
6. New development within the historical district shall be designed to promote foot traffic throughout the historical district. Signs within the district shall be designed to provide information to the pedestrian as well as the automobile.
7. Screening of parking areas from public view within the historical district shall be strongly encouraged. This can be accomplished by locating the

parking behind buildings or by utilizing landscaping.

8. Exposure and renovation of original building surfaces on historical structures shall be encouraged.
9. Notwithstanding the setback standards as contained in Section 3.21(A), awnings, canopies, covered walkways, and other similar structures may be permitted in the front yard setback if reviewed and approved as part of the overall design plan of the building.

### **3.28 Architectural Theme and Development Guidelines for Historic Buildings and Structures.**

#### **A. Application**

These standards shall apply to all exterior modifications and demolitions of buildings and structures designated as historic as shown in Appendix C of the Mariposa Town Planning Area Specific Plan.

#### **B. Development Standards and Plan Review Requirements**

The development standards, plan review requirements, plan processing procedures, and demolition permit and review standards for this section shall be as set forth in Chapter 17.332 (Historic Design Review Overlay Zone) of the County Zoning Ordinance and Section 3.27 (Architectural Theme and Development Guidelines for HDRO).

## **SECTION 3.3 SUBDIVISION STANDARDS**

### **3.31 Slope Density Requirements**

#### **A. Information Requirements for Subdivision Proposals**

In addition to the tentative subdivision map preparation requirements of the County, the following information must be submitted for any subdivision in the Mariposa Town Planning Area at the discretion of the Planning staff.



1. Topographic map of the subdivision prepared by a registered surveyor, engineer or other competent individual, prepared from a topographic survey or aerial photogrammetry which provides topographic contour intervals as follows:  
  
10 foot contour intervals for proposed parcels of greater than 20,000 sq. ft.  
  
5 foot contour interval for proposed parcels of 20,000 sq. ft. or less.
2. Slope profile of each parcel in the general direction of the dominant slope on each parcel. The slope profile shall traverse the property along this exposure and bisect the proposed building area.
3. The proposed building area and driveway shall be shown on each parcel. Estimated grades shall be provided along the driveway and on the building area.

**B. Slope Density Criteria**

The following standards have been developed to operate in conjunction with the minimum parcel size standards contained in the land use section of the Mariposa Town Planning Area Specific Plan. In all cases, the larger parcel size will apply to a subdivision. The Planning Commission or the Board of Supervisors may approve deviations to the slope density requirements on selected lots. The average slope of the entire subdivision property shall be less than 20%, and any deviations from the standards shall be based on approved engineering plans for a building site on the lot."

| <u>Average Slope</u> | <u>Parcel Size</u>              |
|----------------------|---------------------------------|
| 20% or less          | 9,000 sq.ft.                    |
| 25%                  | 1/3 acre (14,570 sq.ft.)        |
| 30%                  | 1/2 acre (21,780 sq.ft.)        |
| 35%                  | 32,670 sq.ft.                   |
| 40%                  | 1 acre (43,560 sq.ft.)          |
| 45%                  | 1.25 acres - 54,450 sq.ft. etc. |

Exhibit 19 provides the entire scale of average slope and minimum in parcel size which should be used to determine the appropriate parcel size for specific development projects.

**C. Slope Density Calculations**

Calculating average slope from the information provided shall be the responsibility of the planning staff. Average slope shall be calculated as follows:

Simple Slopes - (proposed lot has uniform slope and exposure)

Average Slope=rise/run x 100

where

rise=Elevation change from the lowest point to the highest point on the proposed parcel.

run=Distance between the highest and lowest elevations.

Complex Slopes - (proposed lot has varying slopes and more than one exposure).

Average Slope=  $(2.29 \times 10^{-3} \times IL) / A$

where

I=Vertical distance of contour interval in feet.

L=Length of contour lines in scaled feet.

A=Total number of acres in the parcel (or section of parcel).

Note: Parcel sizes below 2.5 acres shall be exclusive of road easements.

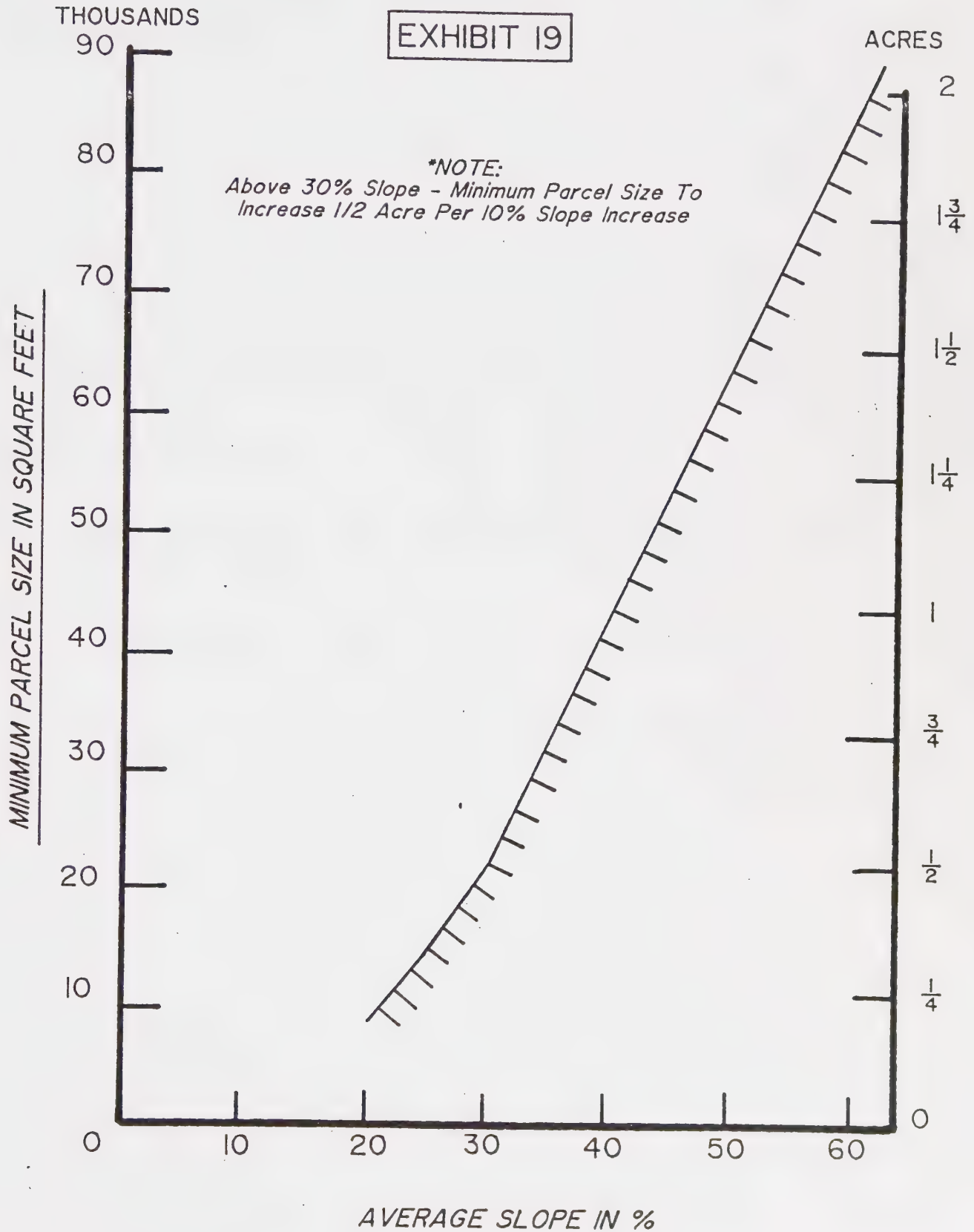
### 3.32 Road Frontage

The minimum road frontage standards shall be considered in conjunction with the slope/density criteria and are intended to limit the number of driveways constructed on steep terrain.

| <u>Average Slope</u> | <u>Road Type</u> | <u>Minimum Frontage</u> |
|----------------------|------------------|-------------------------|
| 10% or less          | Local            | 40'                     |
|                      | Collector        | 125'                    |
|                      | Arterial         | 400'                    |
| 15%                  | Local            | 50'                     |
|                      | Collector        | 125'                    |
|                      | Arterial         | 400'                    |
| 20%                  | Local            | 60'                     |
|                      | Collector        | 125'                    |
|                      | Arterial         | 400'                    |
| 25%                  | Local            | 70'                     |
|                      | Collector        | 125'                    |
|                      | Arterial         | 550'                    |
| 30%                  | Local            | 80'                     |
|                      | Collector        | 150'                    |
|                      | Arterial         | 600'                    |
| 35%                  | Local            | 100'                    |

# MINIMUM PARCEL SIZE SLOPE DENSITY CRITERIA

## EXHIBIT 19







|     |           |      |
|-----|-----------|------|
|     | Collector | 175' |
|     | Arterial  | 600' |
| 40% | Local     | 150' |
|     | Collector | 250' |
|     | Arterial  | 600' |
| 45% | Local     | 180' |
|     | Collector | 300' |
|     | Arterial  | 600' |

Flag lots or other uncommon configurations may be considered if joint driveways are incorporated into the design. The Planning Commission must find that such lots are beneficial to the project design based upon the specific physical site conditions. Such a finding shall be based upon beneficial design considerations such as better lot orientation towards public or private open space and/or recreational uses and solar access.

**3.33 Access Standards**

Access to all development shall be provided in accordance with the Mariposa County Improvement Standards. In all cases, the design of streets within a development shall be conducted and reviewed in relation to:

- A. Maintaining acceptable road grades and minimizing undesirable, expensive and difficult to maintain earth movement.
- B. Connection with and continuation of existing streets or future streets identified by the circulation element of this plan, including compatibility with planned land use and functional classification of such streets.
- C. General convenience and safety of the public.
- D. Insuring adequate improvements relative to the anticipated traffic volumes and vehicle types.

**3.34 Drainage**

Drainage easements and facilities shall be required on all subdivisions as necessary to ensure safe and un-obstructed flows of stormwater runoff. Historically, stormwater flows have been directed to natural drainage courses. It is desirable to maintain this practice from an economic and aesthetic standpoint. The following easement standards are provided to maintain the long term capabilities of natural drainage courses to handle storm water drainage.

Drainage easements shall be provided as follows:

- A. Fifty (50) feet from the apparent centerline of Mariposa and Stockton Creeks within the Town Planning Areas or the boundary of the flood plain as shown on the Flood Insurance Rate Map, which ever provides the greatest setback.
- B. Twenty-five (25) feet from the apparent centerline of all other minor stream channels and drainage courses as defined on the map contained in Exhibit 7.

Lesser easements and improved drainage facilities may be allowed on minor drainages where it is found that the proposed improvements and easements are adequate to handle the future runoff of the entire watershed affecting the drainage facilities. An analysis must be provided by a qualified engineer and shall be based on the planned use of the watershed area.

### **3.35 Fire Safe Protection Standards**

The following fire safe standards have been developed to provide an acceptable level of protection for existing and future residents and businesses of the Mariposa Community from the loss of life and property from wildland fires. Fire safe standards are necessary to reduce the additional risks created by more intensive development within an area of high fire hazard. These standards shall apply to all subdivisions within the Mariposa Town Planning Area.

#### **A. Project Planning**

Project planning to reduce fire risks should be incorporated into the initial stages of a project design. Location of parks, greenbelts, utility corridors, roads, trees and landscaping should be planned with the idea of reducing the risks associated with fires.

#### **B. Access Standards**

The Mariposa County Improvement Standards are designed to provide sufficient road improvements for ingress and egress in emergency situations. Application of these standards to development will insure sufficient access in normal situations.

#### **C. Road Names and Signage**

Road identification and signage are critical for emergency response. For this reason, all roads serving 4 or more parcels in a development shall be named and signed in accordance with Mariposa County standards.



All structures shall be identified with a street address clearly visible from the access road.

D. Water Supply

All development within the Mariposa Town Planning Area shall be provided with an adequate and reliable water supply for fire fighting purposes. Compliance with this requirement can be accomplished by the following:

- 1. If the development is located within the Mariposa Public Utility District (MPUD), the development shall connect to the MPUD water system and comply with all MPUD standards.
- 2. If the development is located outside the Mariposa Public Utility District, a water system shall be available which provides minimum flows as follows:

| <u>Parcel Size</u>                  |  |
|-------------------------------------|--|
| Larger than 1/2 acre<br>parcel size | 500 gallons per minute<br>for 2 hours at 20 p.s.i. |
| 1/2 acre or smaller avg.            | 750 gallons per minute<br>for 2 hours at 20 p.s.i. |

Emergency water storage shall be required in addition to the storage necessary for domestic purposes. Storage facilities shall be connected to a reliable water source for tank filling. Water supply serving the storage facility shall be capable of refilling the storage tanks in 24 hours. The design of such a system must include provisions for continued operation and long term maintenance.

- 3. Fire hydrants shall be connected to the water storage systems identified in No. 1 and 2. For subdivisions located within MPUD, fire hydrants shall be installed in accordance with MPUD standards. For subdivisions located outside MPUD, fire hydrants shall be spaced a maximum of 660 feet apart for parcel sizes of more than 1/2 acre and 330 feet apart for parcels of 1/2 acre or less and shall be connected to the water storage system by a minimum of 6" main..
- 4. Adequate provisions for maintenance of water storage facilities including storage tanks, water lines, hydrants and water supply shall be provided.
- 5. Sufficient easements to encompass all emergency water facilities shall be provided.

### **3.36 Water Supply**

The following standards are necessary to ensure that adequate water facilities are developed for the more intensive development planned within the Mariposa Town Planning Area. Adequate water standards become critical as ownership of land and water systems is divided. These standards shall be based upon parcel sizes and/or proposed density. These standards apply to residential development only. Water standards for commercial development should be evaluated by the Planning Commission as development occurs. Water service shall be available on each parcel prior to recordation of the parcel or final map.

#### **A. 5.0 acres and larger**

Individual on-lot wells shall be allowed in accordance with Mariposa County Subdivision Regulations.

#### **B. 4.99 acres and less**

All subdivisions within the MPUD shall connect to the MPUD water system. Subdivisions outside of MPUD, but within the LAFCo Sphere of Influence shall connect to the MPUD water system. Subdivisions outside MPUD and the sphere of influence shall connect to a public water system. Demonstration of water availability for public water systems shall be established by a minimum of a 10 day 24 hour pump test in accordance with Section 16.20.230 of Mariposa County Code. Water testing and verification of adequate water facilities shall be provided prior to recordation of a final (or parcel) map for any proposed development of this density.

Public water systems, whether existing or proposed, shall comply with all applicable standards of the County Health Department and/or the State Department of Health Services. Easements and provisions for maintenance of community systems shall be incorporated into the development proposal.

### **3.37 Sewage Disposal**

The following standards are provided to ensure that adequate provisions for sewage disposal are incorporated into the more intensive development planned for the Mariposa Town Planning Area.

#### **A. Inside the Mariposa Public Utility District**

All future development within the Mariposa Public Utility District shall be required to connect with the MPUD sewage system. All proposed subdivisions within

MPUD shall be served by on- and off-site sewer infrastructure with adequate capacity as determined by MPUD to serve the proposed parcels.

**B. Outside the Mariposa Public Utility District**

All areas outside the Mariposa Public Utility District and not served by any other community sewage collection and treatment system and are served by on-lot leachfield systems shall have a minimum parcel size of 2 1/2 acres. All lots served by individual leachfield systems shall be subject to the percolation testing standards contained in the Subdivision Code.

**3.38 Utilities**

All subdivisions with parcels below 3.0 acres (gross) shall install underground utilities (phone, electric, cable t.v., etc.) prior to the recordation of the final/parcel map.

Street lighting, in accordance with the Mariposa County Improvement standards, shall be required within subdivisions where it is found necessary for the public health, safety, and welfare.

**3.39 Tree Preservation**

All residential subdivisions shall be designed and constructed to preserve, to the greatest extent possible, mature native trees within the town planning area. If mature native trees must be removed, they shall be replaced at a ratio of 4 trees for every one removed. Tree replacement shall include a specific program for protection and maintenance of the replacement trees until they are established. The Planning Commission shall make specific findings relative to compliance with this section for all subdivision approvals.

**3.395 Modifications to these Standards**

Significant modifications to these standards shall only be considered through Planned Development Zoning. Such modifications may be approved where it is found that a Planned Development Zone will achieve the following objectives:

- A. Further the goals, policies and standards of the Mariposa County General Plan and the Mariposa TPA Specific Plan.
- B. The specific proposal promotes the intent of these development standards by preserving valuable and/or usable open space and provides for the protection of areas with development constraints.



- C. The specific proposal results in improving the environment, both inside and outside the development area, through provisions for better roads, fire protection, water and sewage facilities and other amenities desirable to the community.

### **SECTION 3.4 MISCELLANEOUS DEVELOPMENT STANDARDS**

#### **3.41 Environmental Protection Standards**

##### **A. Grading Standards**

1. A sediment control plan prepared and approved in accordance with Section 15.28.120 C of County Code shall be required for all grading activities conducted between November 1 and April 1 requiring a grading permit.
2. A stormwater drainage plan, prepared and approved in accordance with 15.28.110 of County Code, shall be required for all multi-family residential, commercial, and industrial development which have building and parking areas exceeding 5000 sq. ft.
3. The flood plains of Mariposa and Stockton Creeks as identified in Exhibit 7 are identified as Flood Hazard Areas in accordance with Section 15.28.150 of County Code.
4. All exposed and/or disturbed soils created by grading which requires a grading permit shall be watered down or suppressed during grading operations to reduce the generation of fugitive dust. During non-grading periods, all stockpiles of debris, soil, sand, or other materials shall be protected from wind erosion.

##### **B. Water Resource Standards**

1. The drilling, construction, and/or utilization of new private water wells within the Mariposa Public Utility District shall be prohibited.

##### **C. Air Resource Standards**

1. All new woodstoves and fireplaces, including replacement woodstoves, installed within the Town Planning Area shall comply with the Phase II standards of the United States Environmental Protection Agency. Repair of existing fireplaces shall be exempt from this standard.

2. A maximum of one (1) chimney associated with a wood burning heat source shall be allowed in new residential units constructed within the town planning area.

**D. Wildlife Protection Standards**

Prior to any construction that displaces soil requiring a building and/or grading permit within the habitat boundaries of the Mariposa Clarkia as identified in Exhibit 34, a botanical survey shall be conducted by a qualified botanist. The purpose of this survey is to locate any existing populations of Mariposa Clarkia that may be impacted by the proposed construction or grading. Measures shall be incorporated into the construction plans to avoid any adverse impacts on the Mariposa Clarkia. Individual botanical surveys shall not be required if the County performs an areawide survey identifying and mapping all existing populations.

**E. Archaeological Protection Standards**

1. Prior to any construction that displaces soil requiring a building and/or grading permit on Assessor's Parcel Numbers 12-200-18 and 19, an archaeological reconnaissance shall be performed by a qualified archaeologist. The construction/grading plans shall incorporate all mitigation measures identified in the archaeologist's report. The mitigation measures identified in the archaeologist's report shall comply with the criteria established by Appendix K of the California Environmental Quality Act Guidelines.
2. Prior to consideration of any land division application proposing parcels less than five (5) acres in size or Specific Plan amendments on property in the northern part of the TPA outside the MPUD boundaries, an archaeological reconnaissance shall be performed on the subject property. The approving body shall develop mitigation measures to preserve, protect, or excavate any important archaeological resources based on the recommendations contained in the reconnaissance report and the recommended mitigation set forth in Appendix K of the California Environmental Quality Act Guidelines.
3. If human remains not previously identified are discovered or recognized during grading or development activities in the identified areas listed in paragraphs E 1 and E 2 of this section, there shall be no further excavation or disturbance of the site or nearby area reasonably expected to

overlie adjacent human remains. The County Coroner shall investigate the cause of death of the remains, and an archaeological reconnaissance shall be performed on the subject property to evaluate the remains. The Planning Director shall develop mitigation measures to protect, preserve, or properly excavate the remains in accordance with the mitigation for human remains set forth in Appendix K of the CEQA Guidelines.

**F. Applicability of Standards**

The standards contained in Section 3 herein relating to the subdivision of property shall apply to all divisions of property including gift deed divisions.

**G. Conditional Use Permit Findings and Standards Applicable to Development of Multi-family Housing in Commercial Zones**

The purpose of the use permit for multi-family residential developments in the commercial land uses is to allow the proper integration of multi-family residential uses in commercial areas through proper site design and development standards taking into consideration the characteristics of the individual site and the immediate area. An additional purpose of the use permit is to ensure that commercial centers or cores are not significantly impacted by the improper siting of multi-family residential uses. The Planning Commission shall process and consider the use permit application in accordance with Chapter 17.112 of the County Zoning Ordinance.

**1. Consideration of Use Permit Application**

In evaluating a proposed multi-family residential development, the Planning Commission shall approve a use permit provided the mandatory findings listed in Section 17.112.40 of the County Zoning Ordinance can be made for the project in addition to the following findings:

- a. The project is adjacent to properties planned for residential uses or developed primarily with residential uses and will not result in the degradation of an existing or potential commercial center.
- b. Adequate on-site parking is provided for the residents of the project and their guests, and the project will not significantly affect the availability of on-street parking in the immediate area.



**2. Denial of Use Permit**

Denial of a use permit for multi-family residential development shall be based upon a determination that one or more of the mandatory findings listed in this section cannot be made for the project and the Commission cannot impose any reasonable conditions or requirements on the project to guarantee compliance with the mandatory findings. The Planning Commission's action of denial shall be rendered in the form of a resolution which shall state the reasons for denial and the mandatory findings for denial.

**H. Incentives for Low and Moderate Income Housing**

1. When a developer of housing agrees or proposes to construct at least (a) 20 percent of the total units of a housing development for lower income households, as defined in Section 50079.5 of the Health and Safety Code, or (b) 10 percent of the total units of a housing development for very low income households, as defined in Section 50105 of the Health and Safety Code, or (c) 50 percent of the total dwelling units of a housing development for qualifying residents, as defined in Section 51.2 of the Civil Code, the County shall either:
  - a. Grant a density bonus and at least one of the concessions or incentives unless the county makes a written finding that the additional concession or incentive is not required in order to provide for affordable housing costs as defined in Section 50052.5 of the Health and Safety Code or for rents for the targeted units to be set as specified in subdivision (2), or
  - b. Provide other incentives of equivalent financial value based upon the land cost per dwelling unit.
2. A developer shall agree to and the county shall ensure continued affordability of all lower income density bonus units for 30 years or longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program or rental subsidy program. Those units targeted for lower income households, as defined in Section 50079.5 of the Health and Safety Code shall be affordable at a rent that does not exceed 30 percent of 60 percent of area median income. Those units targeted for very low income households, as defined in Section 50105 of the Health and Safety

Code shall be affordable at a rent that does not exceed 30 percent of 50 percent of area median income. If the county does not grant at least one additional concession or incentive pursuant to paragraph (a) of subdivision (1), the developer shall agree to and the county shall ensure continued affordability for 10 years of all lower income housing units receiving a density bonus.

3. A developer may submit to the county a preliminary proposal for the development of housing pursuant to this section prior to the submittal of any formal requests for general plan amendments, zoning amendments, or subdivision map approvals. The county shall, within 90 days of receipt of a written proposal, notify the housing developer in writing of the procedures which it will comply with this section. The Board of Supervisors shall approve the means of compliance with this section. The county will consider waiving or modifying development and zoning standards which would otherwise inhibit the utilization of the density bonus on specific sites. These procedures shall include, but not be limited to, such items as minimum lot size, side yard setbacks, and placement of public works improvements.
4. The housing developer shall show that the waiver or modification is necessary to make the housing units economically feasible.
5. For the purposes of this chapter, "density bonuses" means a density increase of at least 25 percent over the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan as of the date of application by the developer to the county. The density bonus shall not be included when determining the number of housing units which is equal to 10 or 20 percent of the total. The density bonus shall apply to housing developments consisting of five or more dwelling units.
6. The definition of terms and the consideration of incentives shall occur in accordance with California Government Code Section 65915 et seq.

### **SECTION 3.5 ADMINISTRATION AND ENFORCEMENT**

Section 3 in its entirety is intended to be adopted by ordinance and become a portion of the Mariposa County Zoning Code. All administrative portions of the Zoning Code are to

be used in implementing these standards except as specifically provided for within this section.

**A. Non-Conforming Uses and Structures**

All legally established uses and structures which are in existence at the time of the adoption of this plan but which are not in conformance with the standards of this plan shall be deemed non-conforming uses and/or structures and shall comply or be consistent with the following provisions:

1. Non-conforming uses shall be allowed to continue and to be maintained, but shall not be allowed to expand. The expansion of non-conforming structures shall be allowed if such expansion, including its use, complies with all standards of the Specific Plan.
2. Continuation of a non-conforming use may include a change of ownership, tenancy or management where the previous line of business or other function is substantially unchanged. A non-conforming use may be changed to a non-conforming use of equal or less intensity. In no case shall a different use be allowed that would increase the level of non-conformance with any standard contained herein. Whenever a non-conforming use has been changed to a less intensive use, or to a conforming use, such use shall not thereafter be changed to a more intensive use or non-conforming use.

3. Abandonment of Non-Conforming Use

a. Residential Uses

If a non-conforming residential use is abandoned or discontinued for a period of three (3) consecutive years or more, any subsequent use of the building or premises shall conform to the use and density regulations of the zone in which it is located. For reasonable cause, the Planning Director may grant one (1) year extensions to the time period up to a maximum time extension period of two (2) years.

b. Commercial-Industrial uses

If a non-conforming commercial or industrial uses is abandoned or discontinued for a period of twelve (12) consecutive months or more, any subsequent use of the building or premises shall conform to the regulations of the zone in which



### Mariposa TPA Specific Plan, Section 3

it is located. For reasonable cause, the Planning Director may grant a one (1) year extension to the time period.

4. When a building or other structure which does not conform to the provisions of this Specific Plan is damaged or destroyed, it may be restored or rebuilt to accommodate its original use. Such restoration or rebuilding shall conform to existing building code requirements and standards. If the rebuilt structure is located in such a manner that it would not comply with the standards of this Specific Plan or contains a use that is non-conforming, it shall not exceed the size of the original building.



#### 4. Public Improvement Programs





## SECTION 4.1 COUNTY GOVERNMENT CENTER

### A. Background

The town of Mariposa has been the seat for County Government since the County was established in 1851. During the past 25 years, the County has formally recognized the need to address the space and facility requirements of this growing County Government function. Many of the County's current facilities are antiquated, inefficient or simply too small to properly function. The County's high growth rate magnifies the inefficiency of County facilities, due to the relationship between many County functions and growth.

Since completion of construction in 1855, the County Courthouse has been the center for County Government activities in Mariposa County. While a majority of County functions do not occur in the Courthouse, many of the buildings housing County offices and facilities are located in the blocks surrounding the Courthouse. The concept of maintaining the historic Courthouse as the center or hub for all County functions and facilities serving the public has been promoted by the County for a number of reasons.

1. By providing for County facilities in one general location, a more efficient operation may be realized. The public may be better served, especially with regards to information dissemination and the permitting process for development or construction projects which may involve multiple offices. Planning for one government center location also addresses the issue of recognition. By providing one location where the majority of public functions occur, there is less confusion on the part of the public.
2. One location for County facilities also encourages intra-office efficiency, due to the relationship between many office functions.
3. The Courthouse is one of the longest operating Courthouses in the nation and is a resource of regional, Statewide, and even National significance. The Courthouse has an inestimable value as a historic and tourist attraction. The building has been preserved in a working state, and maintaining its historic function in the future will insure its value as an historic attraction and a resource contributing to community pride. Planning for a Government Center in this area will also facilitate the maintenance of the historical significance of the Courthouse by ensuring that future development or rehabilitation of existing structures surrounding the Courthouse are compatible with this facility.
4. Within the Mariposa Town Planning Area, the location of the County Courthouse is well suited for a Government Center. The area is convenient to the public, yet it is

removed from the noises and activity of high speed traffic and the commercial areas of town. Situated within a neighborhood containing a mixture of single family residential uses and professional office uses, and approximate to Mariposa County Unified School District facilities, the character of the area is well-suited to and compatible with the uses and facilities of a Government Center to house County functions.

5. Because the County currently owns many properties and facilities on and within the blocks surrounding the Courthouse, planning for a Government Center in this location makes sense economically. To expand facilities around the Courthouse to meet the County's growing needs will require the purchase of less property than would be required with moving all facilities.

The County's plans for Government facilities recognizes that some County functions that are not directly related to Administration or that have greater space needs are not appropriately located in the area surrounding the Courthouse. These uses include facilities such as for Human Services, the Department of Public Works road construction and maintenance functions, building maintenance, and the County Transit Program and Senior Assistance and Meals Program.

#### **B. Existing Facilities**

A majority of the County's existing government facilities are centered around the County's historic Courthouse which is located within Block 118 as illustrated in Exhibit . The 8,700 square foot Courthouse currently provides office space utilized by County Counsel, the County Administrative Officer, and the County Clerk; and houses the Law Library facilities, the Board of Supervisors offices and meeting room, the Justice Court and Superior Court Judges's Office and Court Room. Ultimately, it is intended that the Courthouse would provide space for court functions only.

The County currently owns 4 of the 6 parcels in Block 116, which is north of the Courthouse. There are four structures within this block which house County offices. The relatively new two story, 6468 square foot Mariposa County Hall of Records building is located on lot 5, and contains the Assessor's Office, the Treasurer/Tax Collector's Office, the Auditor/Recorder's Office, and the Personnel Office. There are no changes proposed for these offices by the Government Center Program. A converted ranch style house on lot 6 provides 1,963 square feet of space and is occupied by offices of the County's District Attorney. These offices are an integral part of the County's Criminal Justice and Court function, and may ultimately be located at the Courthouse. Lot 1 contains an 1,800 square foot pre-engineered metal building housing the Building Maintenance Division. The metal building is a movable structure. The remainder of lot 1 is used for material and vehicle storage. On lot 2, a converted stone/masonry house contains 1,800 square feet of office space for the Planning and Building



Department. Lots 3 and 4 within this block are not County-owned and contain a residence, and a residence converted to office space utilized by a local attorney.

Lot 3 within Block 114 is also County-owned property. This moderately sloped .21 acre lot contains no structures, and the County's Program calls for the construction of a parking facility within this space.

A privately owned office and facility on lot 3 of Block 123 is currently occupied by the County Health Department.

To the west of the Courthouse is Block 127. There are 5 lots on this block, 3 of which are County-owned. The structure on lot 11 is being used by the County Mental Health Department. Lot 13 was recently acquired by the County, and contains a number of residential structures, including the historic Lind House and a back house. Lot 10 contains the single story historic Milburn House, which was recently remodeled to provide 1,275 square feet of County Office space. The Probation Department, which is a part of the County's Criminal Justice function, currently occupies this office space.

The block located to the east of the Courthouse is a long block. On the northeast corner of the block, facing 10th Street and the Old Highway is a County-owned, .39 acre parcel. The Sheriff's Office (3,068 square feet) and the County Jail (3,505 square feet) are located on this property.

### **C. Program**

The County Government Center Program has identified specific projects to help alleviate current space and facility deficits, and further the goals of providing one primary facility location. The purpose of this program is to respond to increasing space need demand associated with population growth within the County. These projects are described below.

#### **1. Administration/Board/Services Building**

Within Block 116, the County plans to construct a new Administration/Board of Supervisors and Development Services Building. The plan entails the removal of the metal building on lot 1, and the relocation of the Building Maintenance Division to Department of Public Works facilities. Construction is planned in two phases with Phase 1 providing a 6,900 square foot Administration/Board of Supervisors facility. This phase will provide office space for the County Administrator, personnel and purchasing functions, the Supervisors and the Clerk of the Board. The building will also provide a new Board Room, conference rooms, and storage space. Parking required for this phase totals 54 spaces. Phase 2 construction will provide an 8,700 square foot Development



Services facility to accommodate the Planning and Building Department, and the Administrative offices of the Department of Public Works. This structure will require 41 parking spaces.

No site planning or architectural design has yet occurred for this facility. Planning efforts will need to consider the standards established for the Design Review and Historic Design Review Districts. These standards establish minimum criteria for site design, landscaping and building design to ensure that structures are historically compatible, and that adequate landscaping and facilities for pedestrians are provided. Environmental review procedures as prescribed by the California Environmental Quality Act (CEQA) must be followed for the project. In addition, Mariposa was recently designated as a National Historic District and the structure which is currently occupied by the Planning and Building Department is listed in the National Register as a participating structure. This designation is significant relative to planning for this future construction.

Funding for this two phase development project may be proposed from general fund monies, general obligation bonds (which require approval by 2/3 public vote), or impact fees exacted on new development. Funding may be proposed from one source or a combination of these sources.

## **2. Lind House/Library Facilities**

As described, the County recently purchased the Lind House property (lot 13, Block 127). The County has acted to solicit costs and proposals from an architect for the rehabilitation of the historic Lind House to County office space, and the schedule calls for rehabilitation work to be completed by mid-summer 1991. This conversion will require that adequate parking facilities be provided (up to 10 spaces may be necessary). This structure is listed as a contributing structure in the National Register.

The County has also directed the Department of Public Works to bid out the sale and relocation of the historic home behind the Lind House. The building area created by the relocation of this structure has been selected by the County as the location for a new 10,000 square foot library facility for library master planning. This facility will require up to 40 parking spaces and may ultimately be expanded to include a cultural arts center of up to 14,000 square feet. The relocation and construction projects include necessary environmental review as per the provisions of CEQA. Project design must incorporate the Design review and Historic Design Review standards to ensure that structures are historically

compatible, and that adequate landscaping and facilities for pedestrians are provided.

General Fund monies have been allocated for the funding of the rehabilitation of the Lind House and the relocation of the historic home behind it. Funding for the library and possible cultural arts center has not been determined and may be from general fund monies, general obligation bonds, impact fees or a combination of these sources. The library may also be eligible for redevelopment funding, as a redevelopment planning effort is currently underway.

### **3. Juvenile Detention Facility**

A 1,300 square foot juvenile detention facility is proposed behind the Probation Department on lot 10 of Block 127. Building plans have already been prepared for this handicapped accessible facility, which will provide four individual cell units, a day room, and kitchen and restroom facilities. Environmental review has not yet occurred for this proposal, nor have Design Review or Historic Design Review standards been incorporated, which is required. State funding has been acquired for construction.

### **4. County Jail**

Current County Jail facilities are located east of the Courthouse and are inadequate for a number of reasons. The current jail can accommodate 26 inmates, while it has been determined that the County needs accommodations for 65 inmates. In addition, the current facility has a number of health and safety deficiencies. A Jail Needs Assessment Report was recently adopted by the County. This report identified three primary options for solving County needs.

1. Remodel the existing Jail facilities and retain the existing 26 beds. Build a 39 bed addition below the existing Jail.
2. Remodel the existing Jail facilities and retain only 10 beds. Build a 55 bed addition below the existing jail.
3. Build a new 65 bed Jail and support facilities at a new unidentified site.

Although no formal action has been taken regarding the specific options, the Board of Supervisors have given direction to pursue Option 1. The County has authorized remodeling work to be done on the existing facility. This remodeling involves work on the fire alarm system, the heating, ventilation and air conditioning system, and

other items related to security and life safety issues. Funding for the remodeling is from State Proposition 52 and 86 allocations, and from the County's Future Plant Acquisition Budget (General Fund).

The County also directed the Department of Public Works to proceed with preliminary design and feasibility reviews for phasing of construction required for Option 1. Funding for these reviews is to be from the Future Plant Acquisition Budget.

Environmental review is required for a proposed new facility. No site planning or architectural design has been accomplished. Compliance with the standards established for Design Review and Historic Design Review will be necessary to ensure that structures are historically appropriate, and that adequate landscaping and facilities for pedestrians are provided.

Future funding for construction of a new facility may be from the State Bond acts for jail construction, general fund monies, general obligation bonds, impacts fees, or a combination of these funding sources.



(101)  
(5)



## EXHIBIT 20

MARIPOSA COUNTY  
GOVERNMENT CENTER

## SECTION 4.2 STREETS AND ROADS

### A. Background

Existing street and highway improvements are described in detail in the Public Facilities and Services section of the Community Profile of this document. The Community Profile section also presents the results of traffic counts conducted since 1981 by the California Department of Transportation (Caltrans) and the Mariposa County Department of Public Works for the roads and highways in town. The results of these traffic counts and a traffic study conducted in 1987 indicate that Highway 140 through town will experience major congestion as soon as the end of the decade, and that many County Streets do not currently meet the County's Road Improvement and Circulation Policy standards for existing traffic. The 1987 study resulted in a number of recommended improvement programs, which are described in this section. Because access provisions are an inseparable part of the land use planning process, and for the purpose of ensuring safe and adequate circulation within and through the Mariposa Town Planning Area, these projects should be pursued, and should be incorporated into the County's Capital Improvements Program.

### B. Streets and Roads Program

The recommendations of the 1987 traffic study were incorporated in the Mariposa Community Planning Advisory Council Recommendations for Modification of the Mariposa TPA Specific Plan, and form the basis for the programs described in this section. In addition, mitigation measures identified in the Environmental Impact Report are incorporated into the program.

1. Many of the County roads within the Town Planning Area do not meet the standards for road improvements as established by the Road Improvement and Circulation Policy. Many roads exceed the maximum grades permitted, and width and surfacing is not adequate for additional traffic. In addition, provisions for drainage are sometimes insufficient or totally lacking. For the purposes of providing safe circulation within the Town Planning Area, an important recommendation resulting from the traffic study is to bring all County roads within town up to the County's established standards. Those existing roads which cannot be improved to meet the standards will require special consideration, as allowing additional development that would increase traffic would be inappropriate and continued public use may be questioned.

While a thorough analysis of the existing conditions of all County roads within the TPA should be pursued for the purpose of this project, specific improvements recommended in the 1987 study include the following:

- a. The existing grade of 12th Street between Highway 140 and Jessie exceeds permitted standards. The study recommends that the grade of this street at its encroachment into Highway 140 be flattened for the length of two vehicles. If this cannot be achieved, it is recommended that this portion of 12th Street be closed or otherwise modified.
- b. The existing grade of 7th Street between Highway 140 and Mariposa Creek is excessive. The study recommends that the grade of this street at its encroachment into Highway 140 be flattened for the length of one vehicle. If this cannot be accomplished, alternative access to the properties served by this road should be considered if extensive development occurs.
- c. Jessie Street from 9th to 11th Streets is classified as a local commercial street and the study recommends that the existing pavement be widened to 40 feet to accommodate traffic and on-site parking. Construction of curbs and gutters is also recommended.

Preliminary cost estimates for this project have been prepared by the Department of Public Works. The work items in the estimate include construction of curb, gutter and sidewalk, construction of two bridges, installation of storm drains, construction of retaining walls, and road paving and reconstruction. A contingency fund, and engineering and administration costs were also added. The estimate for these improvements totals \$11,525,000.

Funding for these projects may be from development impact fees, the County's General Fund, from general obligation bonds, or from the formation of a special district or improvement area. A development impact fee program may also be established. The project may also be appropriate for redevelopment funding. Any one or a combination of these financing mechanisms may be utilized for these improvement projects.

2. Highways 140 and 49 within the TPA will experience varying degrees of deterioration in levels of service with continued growth and increased traffic. A number of ways to accommodate future traffic increases for both the short and long term have been identified. These projects include improvements to existing highways, which will be discussed in this section, and construction of new routes, which will be discussed as a separate project.

In addition to these specific projects, traffic studies analyzing traffic patterns and volumes shall be conducted every two years to monitor level of service and safety of intersections. These studies shall be conducted on Highway 140 between Highway 49 South and 7th Street, and



at the intersections of Highway 49 South/Ben Hur Road and Highway 49 South/Fairgrounds Road. A traffic study analyzing traffic patterns and volumes at the Joe Howard Street/Highway 49 North intersection shall be conducted to determine the level of service for the intersection and if left-turn lane channelization is necessary for existing traffic levels. The Board of Supervisors will fund the traffic studies through the County budget, and the recommended time frame and sequencing for the studies and possible improvements is outlined in the Environmental Impact Report.

Specific projects include the following:

- a. Highway 140/49 in the historic downtown area between 4th and 6th Street is currently two traffic lanes wide, with parallel parking provided on both sides of the road. Expansion of the width of highway improvements in this area is constricted by the historic buildings. To improve the level of service in this area, which is deteriorating at a more rapid rate than in other areas, the on-street parking could be eliminated and a left turn lane provided. These measures would result in only a short term solution of limited benefit to the increased traffic rates anticipated on Highway 140. Consideration of alternative routes may provide the only viable long term solution to maintaining an acceptable level of service in this area.
- b. Highway 140 between 7th Street and Highway 49 North is also a two lane travel way which is characterized by random on-street parking and a number of commercial encroachments as well as the encroachments of local streets. Traffic flow within this section of the highway is delayed by left turning vehicles, and Caltrans has approved construction of a continuous left-turn lane to alleviate these delays. The left-turn lane improvements will be made the full length of Highway 140 between 7th Street and Highway 49 North, and construction is scheduled for completion in the summer of 1991. These improvements are anticipated to maintain an acceptable level of service for this section of Highway 140 for the next 15 years. Full funding for this project was acquired through the State Transportation Improvement Program (STIP).
- c. The Smith Road intersections at Highway 140 and Highway 49 North are adequate for current traffic levels, but Caltrans has indicated that left-turn lanes will be necessary to accommodate significant increases in traffic on Smith Road resulting from new development. It is not Caltrans' policy to fund projects which are required to support new

development, and consequently these improvements must be funded by the development projects which will impact these intersections. Similarly, any other projects proposed along Highways 140 and 49 which will impact traffic flow will be required to fund highway improvements necessary to accommodate the development, including left turn lanes.

- d. The traffic study recommended that construction of a continuous left turn lane be pursued for Highway 49 North, from Highway 140 to Mariposa Creek. This project is recommended to accommodate anticipated future traffic increases and ensure that future commercial development will not affect the level of service along this portion of the highway. This project is in the State Transportation Improvement Program, and scheduled for construction in 1995/96. The possibility of sharing costs between a locally formed assessment or impact district and Caltrans also exists, and this type of proposal could have a beneficial impact on the State's prioritizing of this project. General fund monies could be utilized, such as for the administrative costs for setting up an assessment district. The assessment district would include those specific properties which would benefit from these improvements with respect to development potential.
- e. Traffic flow on Highway 140 from Highway 49 North to the northern edge of the TPA and beyond is affected by the fairly steep grade of this highway. The traffic study included a recommendation to construct a three mile passing lane along this stretch. While this project was once considered by Caltrans, the County has recently requested that it be dropped from the State's program, as both the County and State concurred that the benefit to traffic flow resulting from the project was not worth the costs, and there are other project needs of higher priority within the County. This project is still included in the County's Regional Transportation Improvement Program and may still be pursued in the future.
- f. Depending upon the results of the traffic study, the County shall improve the intersections of Highway 49 South/Ben Hur Road and Highway 49 South/Fairgrounds road to maintain safe and adequate conditions.
- g. The Joe Howard Street encroachment at Highway 49 North shall be improved to Caltrans standards for a public road connection if the traffic study determines improvements are necessary for existing traffic levels.



- h. A sidewalk for pedestrian traffic shall be constructed along Highway 140 from 7th Street to Smith Road.
  - i. A pedestrian pathway shall be constructed along Highway 140 from Miller Road to Spring Hill High School.
3. The 1987 Traffic Study presented a circulation concept to accommodate future growth and increased traffic anticipated in the Town Planing Area. This concept is illustrated in Exhibit and shows recommended functions for existing and proposed roads. Arterial roads are roads which provide for travel between populated areas and are also designed to carry large volumes of traffic within town areas. Arterial roads have the primary purpose of serving through traffic, and traffic volumes and design speeds are high. Collector roads are roads which collect traffic from residential or commercial areas and conduct it to arterial roads. Local roads serve to provide access to residential and commercial land uses and are not intended for through traffic. Traffic volumes and design speeds for local roads are low. The specific projects which are required to pursue this circulation concept are described in the following:
- a. Antone Road is a proposed arterial which will provide an alternate route for traffic between the south end of the historic downtown district to Highway 40 North and bypass the central commercial areas of town. This road is designated as 2 on Exhibit 21, and a preliminary alignment is illustrated on Exhibits 22, 23, and 24. This road will be an approximately 1.7 mile long, two lane road. The proposed alignment will cross Mariposa Creek in two locations near both ends of the road, and will follow the toe of the slope above Mariposa Creek. Because of the Mariposa Creek Project, design efforts for this facility will need to give special consideration to the park plans, and to the standards and intent of the Design Review (and Historic Design Review) districts. Revegetation of exposed slopes and buffer planting between the road and the park will be important. Design of the bridge at the south end of the project should ensure that pedestrian traffic along the Creek is maintained, and that the bridge design addresses both functional considerations and the aesthetics of the park. This road will serve dual functions, providing an alternative route to Highway 140/49 and providing access to development on the west side of Mariposa Creek. As an arterial, access control along the route is required and individual residential or commercial driveways accessing the road would not be allowed.



- b. The Crosstown Bypass is a proposed arterial which will extend across Highway 49 North from the terminus of Antone Road to a termination point on Highway 140 opposite the Old Highway intersection. This proposed road is designated as 3 on Exhibit 21, and a preliminary alignment is illustrated on Exhibit 25. This approximately 1.2 mile long, two lane road will partially follow the routing of an abandoned dirt road from Highway 49 North to a future intersection with Hospital Road. The road will continue toward Highway 140 following existing contours. Maximum natural gradient along this proposed route doesn't exceed 5%. This road is an important portion of an alternate routing for traffic from south of town to destinations on either Highways 49 North or on Highway 140 north of town, but the primary purpose will be to provide access to residential development areas which are presently inaccessible. The road will function as an arterial, so access control along the route is required and individual residential or commercial driveways accessing the road would not be allowed.
- c. The Mariposa Mine Loop is designated as 12 on Exhibit 21, and a proposed alignment is shown on Exhibit 26. This approximately 1.2 mile long, two lane road will connect Highway 49 south to the Old Highway, and to and Highway 140 at the end of the TPA, and will provide an alternate route for through traffic to bypass the commercial districts of town. Southern portions of this road may be up to a 13% grade, but those portions between the MPUD water treatment facility and Old Highway and Highway 140 will following existing contours and alignment. The road will provide quality views of the town and the historic Mariposa Mine, and will also provide access to the Stockton Creek Canyon and undeveloped areas east of the TPA. Because of the visibility of this route, existing grades, the fragile ecology of the hillsides surrounding Mariposa, and the Design Review and Open Space standards for Mariposa, design efforts for this project should to minimize grading required for construction. In addition, it is critical that revegetation and screening of exposed slopes be incorporated into this project design. In conjunction with the construction of the Mariposa Mine Loop, item 16 on Exhibit 21 shows a portion of the Old Highway as arterial, and standard improvements or realignments to this existing road will be required. This route will function as an arterial, so access control is required, and individual residential or commercial driveways accessing the road would not be allowed.

Antone Road, the Crosstown Bypass, and the Mariposa Mine Loop projects are all new road projects which will

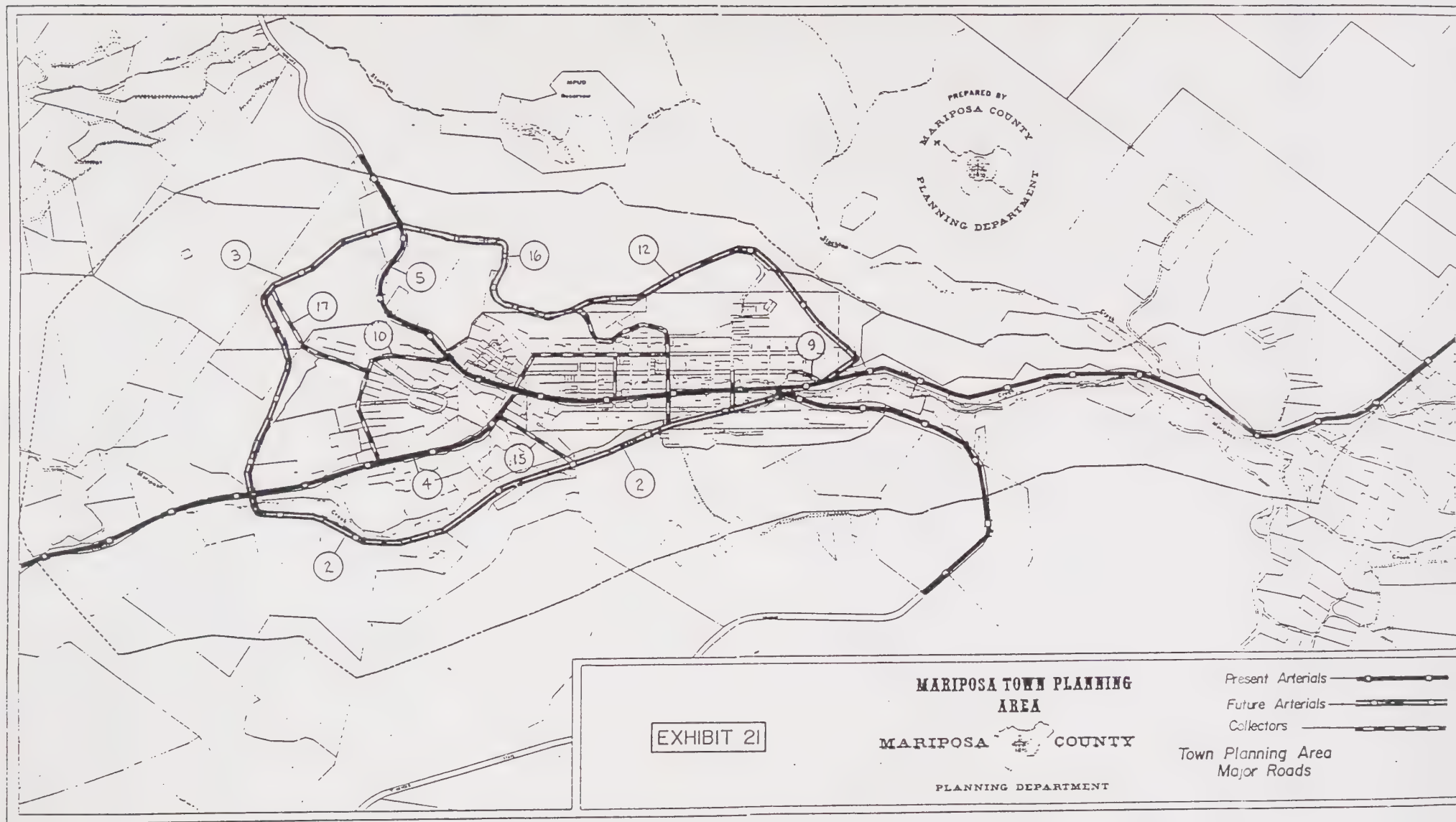
initially require preliminary right-of-way engineering and acquisition of easements. Construction of these roads should occur as development warrants, and also to eliminate future traffic congestion in town. Funding for all of these projects could be born partially by the new development the roads will serve. Funding may also be from General Fund monies, general obligation bonds, or from the formation of an impact assessment or improvement district. In addition, Caltrans is currently reviewing variations of the Antone Road project. This may be eligible for State Transportation Improvement Program funding. The circulation concept shown in Exhibit identifies collector roads within the TPA, and the function of these roads will work integrally with the arterial network proposed.

- d. The full length of Smith Road is proposed as a collector road. While portions of the existing 40 foot wide easement have been dedicated to the County, most of the existing easement is not County owned and will need to be purchased. Additional easement width (beyond the 40 foot easement) will also need to be acquired as a 60 foot wide easement is necessary. Road improvements and widening of the travel lanes to 24 feet are recommended.
- e. Hospital Road from Smith Road to the Crosstown Bypass is a recommended collector and is identified as 17 on Exhibit 21. Portions of this proposed collector do not currently exist, and additional right-of-way will need to be acquired. The road itself will also require improvements to meet County standards.
- f. A portion of Old Highway is designated as a collector road, as are portions of Jones Street and 11th Street. Additional easement width may need to be acquired to improve these roads to the standards for this designation.
- g. Number 15 on Exhibit 21 shows Joe Howard Street extended from Highway 49 North to the proposed Antone Road. This entire length of Joe Howard Street is designated as a collector. An easement needs to be obtained for a portion of this alignment, and road improvements to meet the standards will be required.
- h. A final designated collector is 9 on Exhibit 21. This extension of Bullion Street will provide a one-way "off-ramp" for Highway 49 South. Additional easement width is required, as are road improvements.

Funding for the improvements of these collector roads should come from new development projects which the roads will serve or from new projects which will impact existing

roads. Funding may also be partially by General Fund monies, general obligation bonds, or from the formation of an assessment or improvement district.









ANTONE ROAD  
SOUTH SECTION

EXHIBIT 23





ANTONE ROAD  
NORTH SECTION

EXHIBIT 24



CROSS TOWN BYPASS







## SECTION 4.3 PUBLIC PARKING

### A. Background

The Mariposa Community Planning Advisory Council conducted a study of the parking needs within the Mariposa Town Planning Area in 1986. While this study is five years old, its conclusions and recommendations are still considered valid, as there has been no substantial commercial development or changes which affected existing parking since the study. This study refers to four distinct areas in town, and these are illustrated on Exhibit 27. These areas were separated for the purpose of the study as they each have different functions and needs, and include the Historic Area/Downtown, the Central Town, the History Center/Post Office Area, and the Courthouse/Professional Office Area. References to these areas will be made in this section.

Although parking was identified as the number one problem by Mariposa business owners in a survey conducted in conjunction with the parking study, the study determined that Mariposa did not have an immediate parking crisis. According to the report, the Historic Area/Downtown had "just enough spaces to handle existing businesses." The other areas in town also did not have an apparent parking shortage. However, the report noted that many of the spaces were not convenient to downtown businesses, and concluded that the widening of Highway 140, possible elimination of on-street parking on County roads for safety reasons with increases in traffic, an increase in business activity, and an elimination of private spaces within the Parking District will all contribute to creating a parking shortage in town in the near future. The study presented many options available to the County to provide additional parking and improve existing facilities in Mariposa for the benefit of residents of the town and County, tourists, and public and private employees.

Currently, there are three types of parking available within the TPA. These include on-site parking, parking facilities provided within the Mariposa Parking District, and on-street parking.

Since the adoption of a Specific Plan for Mariposa, minimum requirements for provision of on-site parking for new commercial development projects were established. These requirements are applicable to projects outside of the Parking District, and are intended to ensure that all new development provides adequate parking on the project site. These standards will continue to be enforced for both private and public development, and new development should not contribute to creating a parking shortage. Prior to the adoption of these standards, many existing parcels were developed without providing adequate on-site parking. Many of these businesses use county roads and Highway 140 for on-street parking, or their parking lots have been developed within the Highway 140 right-of-way. With the

widening of Highway 140, much of this parking will be eliminated.

The second type of parking available in Mariposa is that provided by the Mariposa Parking District. The Mariposa Parking District is a 9.8 acre area within the Historic Area/Downtown and its boundaries are illustrated in Exhibit 28. The District was established in April of 1975 for the purpose of developing, constructing and maintaining parking facilities for the businesses within its boundaries. The District was organized under the provisions of the Parking District Law of 1943 (California Streets and Highways Code, Sections 31500 through 31866), and its Board of Directors is the Mariposa County Board of Supervisors. Initially, the bulk of funds for constructing the two parking lots in the district were made available through a grant from the Economic Development Administration. Formation of the District enabled raising tax funds to pay for the "local share" of the construction costs for the projects, and the maintenance costs. Properties within the District are assessed an average of 0.15% over the existing 1% County-wide tax rate for services provided. In addition, the District receives 0.0789% of the County's 1% property tax rate. Exhibit 27 illustrates the District's two existing parking lot facilities which provide a total of 82 parking spaces. Current standards of this District permit new construction or use changes within existing structures with no additional assessment. The District has no established program for acquiring additional parking facilities. While most of the properties within the District are already developed, a number of residential properties could be converted to commercial uses and this could significantly impact the parking services provided. Additional parking demand could also be created by the conversion of private on-site parking lots within the District to commercial structures.

The third type of existing parking in Mariposa is on-street parking and is available along portions of Highway 140 and many County Streets. Some of the spaces are striped, although much of the on-street parking, especially in the residential and Courthouse/Professional Office area is not striped. Because some County streets do not have curbs and are only paved the width of two traffic lanes, some on-street parking occurs on unpaved and unimproved shoulders and partially within the travel lanes.

#### **B. Parking Program**

The parking study conducted in 1986 identified a number of ways to improve existing parking and expand available parking facilities. The recommendations were based on the premise that better parking will improve the business environment and encourage tourism by reducing congestion. Many of the recommendations are illustrated on Exhibits 27 and 29. These projects should be incorporated into the County and Parking Districts Capital Improvement Programs.



1. The report recommended providing pedestrian paths from the somewhat remote public parking lots to the businesses they serve. These paths will make it more convenient, comfortable and safe to use the parking lots. No specific site design work has yet been done for these pedestrian paths, although designs should ensure that the paths are handicapped accessible if possible. Provision of lighting at night, trees for shade, and benches for rest areas should also be incorporated into the designs of these routes. Design Review and Historic Design Review standards should be addressed, especially with the selection of construction materials in the Historic District.
2. The report recommended annexing some existing parking lots into the Mariposa Parking District. These include the parking lot at 7th Street and Bullion which provides 20 spaces, and the lot at 6th Street and Jessie. The lot at 6th and Jessie is currently leased to the County and could be improved to provide a maximum of 81 spaces. A third smaller lot on Highway 140 between 4th and 5th Streets should also be considered for annexation into the District. By annexing these lots, provision of adequate parking for existing businesses and future growth can be guaranteed. In addition, the possibility that these lots would be converted to commercial structures which could further tax existing parking would be eliminated.
3. The study recommended that existing County property be utilized for parking. This recommendation could be realized in a few locations. There is County property on 3rd and 4th Streets (between Bullion and Jones Street extended) and on Jessie Street (south of 8th Street) which are not improved. These easements could be developed into lineal parking lots. While the terrain of the 3rd and 4th Street easements may be limiting, the Jessie Street easement offers viable potential, especially as a lot providing direct access to the Mariposa Creek Project. The County also owns 60 foot wide easements along the entire length of some streets, including Jones, Bullion and Jessie Streets. These streets could be widened to provide two full traffic lanes and improved on-street parallel parking on both sides of the road. With the length of the typical block being 250, a maximum of 20 spaces could be provided per block counting both sides of the road. Because this change could significantly impact the small town character of Mariposa by creating wide open streets more typical of a suburb type of development, and due to the standards of the Design Review District, incorporation of shade trees will be important. The trees could be located at specified intervals within or



along the parking lane to provide greatest benefit for shade and for breaking up the expanse of pavement. Provisions for sidewalks along these roads will be important to provide for safe pedestrian travel between parking areas and destinations.

4. The study recommended another relatively inexpensive method to improve parking availability by restricting existing curbside parking. The restriction would include establishing a time limit for parking, and would eliminate the long term (such as all day or longer) use of street parking in some of the busy sections of town. While use of metering would be one way of enforcing an established time limit, a less expensive way could include posting of a time limit on signs. This recommendation is made specifically for parking along Highway 140 in the downtown district.
5. The study recognized that an improvement of the Level of Service along Highway 140 may be proposed in the future and would require the elimination of curbside parking in the downtown area. Eliminating this parking would require provision of additional alternative parking to maintain the same service level for parking in town. Eliminating this parking could also impact the speed of traffic through town, as these spaces definitely help slow traffic. Maintaining slower traffic through town is safer for automobiles and pedestrians, and makes the use of crosswalks and side streets easier. An alternative way to maintain slower traffic would be the installation of chokers at intersections. Widening of sidewalks and planting of street trees would also effect to slow traffic as well as enhance the historic downtown and provide a more comfortable pedestrian atmosphere.
6. The report identified one way to improve existing parking by improving circulation to and between lots. The study specifically recommended constructing a driveway to provide access from 6th Street to the lower District lot currently accessed only from 5th Street. This driveway would require the purchase of land and the removal or relocation of existing structures. A driveway in this location would enable through traffic between the existing lot north of 5th Street and the lot north of 6th Street, thus providing greater and more convenient availability.
7. Recommendations for one way traffic, and 90 or 60 degree angled parking are made for Bullion Street between 5th and 8th Streets, for 6th and 7th Streets between Jones and Bullion Streets, and for 9th Street between Jessie Street and Highway 140. This recommendation is illustrated in Exhibits 27 and 29,

and could provide a substantial increase in available and convenient parking. Inclusion of trees for shade and sidewalks for safe pedestrian travel will be important during the further design of these facilities. The Design Review standards establish minimum numbers of trees required based upon the number of spaces proposed.

8. The portion of 11th Street between Highway 140 and Jessie Street is currently owned by the County. It is closed to through traffic and currently provides for pedestrian access between the two streets. A small parking lot accessible from Jessie Street could be developed in this location. Due to the terrain of this site, a retaining wall would be necessary for this facility. Maintaining the pedestrian route within this site and consideration of the standards of the Design Review District will be important if this recommendation is pursued.
9. One of the recommendations resulting from the parking study included the striping of existing and proposed on-street parking, and the redesign and striping of existing and proposed lots. Redesign efforts of parking lots should include provisions for interior and perimeter landscaping as required by the standards of the Design Review District. These standards will ensure that parking lots have shade, that views of the lots are screened from adjacent residential development or public streets, that radiated heat from paved surfaces is minimized, and that the expanse of paved surfaces is broken up. Redevelopment efforts for parking lots should result in fully paved lots which provide pedestrian ways within the lots, as well as between them and the businesses they serve. Restriping efforts may enable better circulation within a lot, and possibly an increase in the number of spaces provided as up to 40% of the spaces may be striped for compact vehicles.
10. The parking study recommended that portions of the easement acquired for the Mariposa Creek project may be appropriate for parking. Because the easement along the Creek is primarily to function as park space, these lots should be fairly small and dispersed. Design of these lots should incorporate landscaping to ensure that they do not detract from the atmosphere the park is being designed to create. Construction of these lots should not occur if fill in the floodway would be necessary.
11. While the first ten recommendations are projects that can primarily be accomplished with existing County property, the parking study also recommended purchasing



or leasing additional property suitable for off-street parking.

- a. The area at the bottom of 6th Street, on the southwest side of Mariposa Creek could substantially expand the downtown parking supply, and parking available to the Mariposa Creek project. This area is currently occupied by a small mobile home park which would need to be relocated. In addition, the bridge crossing Mariposa Creek on 6th Street would need to be improved. It is estimated that a maximum of 184 spaces could be provided in this area. Because of the potentially large size of this lot and its proximity to Mariposa Creek Park, adherence to the landscaping standards established for Design Review Overlay District will be critical.
  - b. A major portion of the block between 10th Street, 11th Street, Bullion, and Highway 140 is undeveloped and could provide a large parking area for the County Government Center. Due to the topography of this block (it is lower than Highway 140 and the Courthouse), a two story parking structure could be constructed without significantly impacting the historic structures or character of this area. It is estimated that up to 179 spaces could be provided within this block. If planning for this project is pursued, incorporation of the established Historic and Design Review Standards will be very important.
12. The study also recommended the purchase of the lot(s) on the north and east sides of Coakley Circle, adjacent to the History Center. The County has acquired this property and has prepared plans for the construction of a Roadside Rest and Recreation Area as illustrated in Exhibit 30. This facility is proposed primarily for tourists or visitors to the museum, and is not intended to provide public parking for adjacent commercial uses. This facility proposes 70 automobile and 6 bus/RV spaces, perimeter (buffer) and interior landscaping with abundant trees for shade, a restroom, picnic tables, drinking fountain and museum entrance.

### C. Funding

There are a number of financing mechanisms available to fund the purchase, construction or renovation of parking facilities in Mariposa. These include several "special district acts" as well as other non-district mechanisms. Any one of these mechanisms, or a combination of these sources may be utilized.



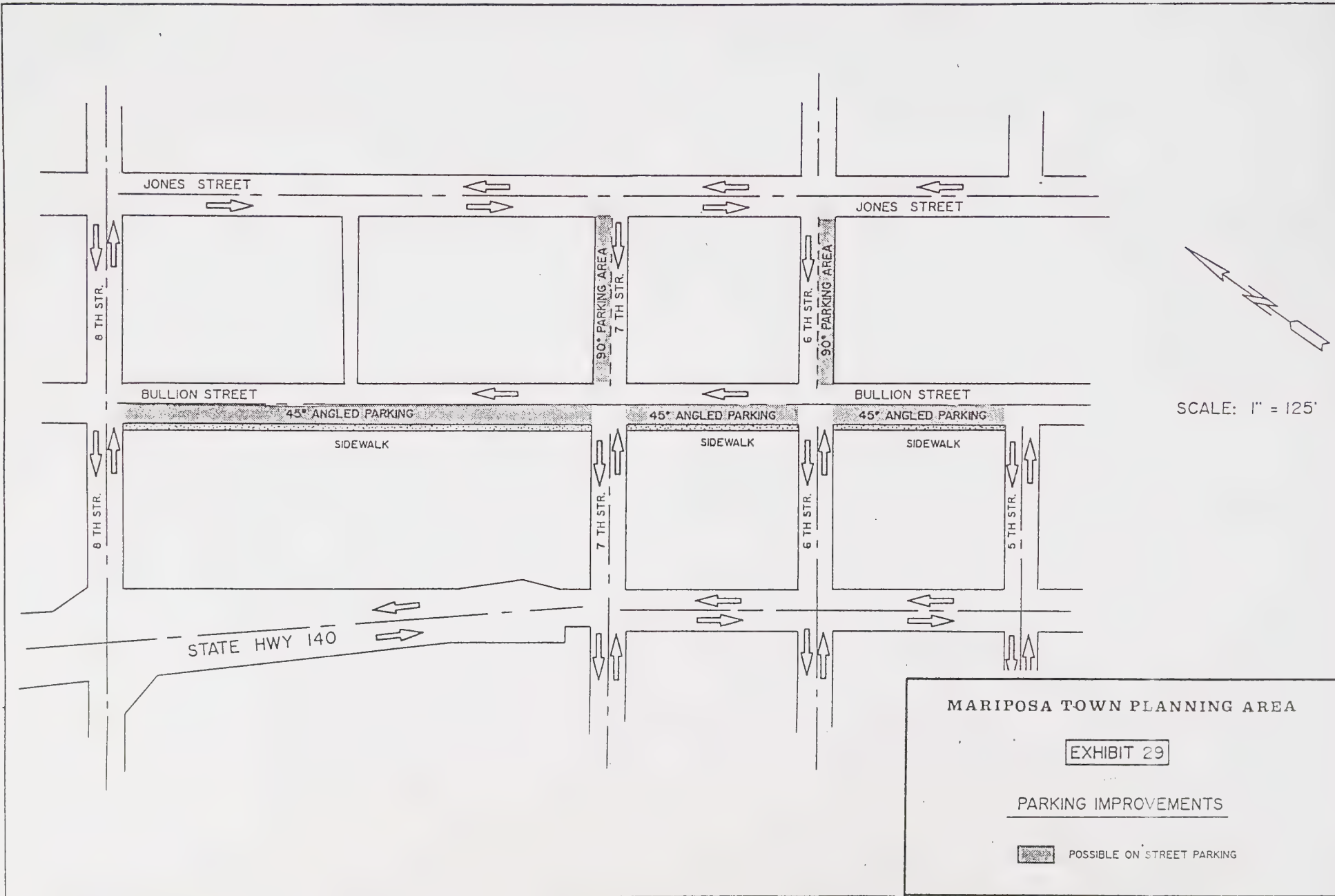
As was described, Mariposa's existing Parking District was formed under the Parking District Law of 1943. While new districts can not be formed under this law, the boundaries of the existing district may be expanded. A disadvantage of a boundary expansion is that any land annexed must be charged for a share of past assessments. Additional parking facilities may, of course, be purchased and annexed into the District.

There are other acts and laws which permit the formation of benefit districts or improvement areas for parking. Formation of this type of district or improvement area would permit the establishment of a funding mechanism for the provision and maintenance of parking facilities, whereby those properties which receive benefits are assessed according to degree of benefit. To form this type of district, agreement of 50% of the property owners within proposed boundaries is typically required. Formation of a benefit district also uses assessment bonds for financing larger scale projects. This funding source would be used where the benefits of the project would affect a definable area and those property owners would pay the costs of constructing and maintaining the facilities.

Some of the projects described in the parking study may also be eligible for redevelopment funding, as a redevelopment planning effort is currently underway. The specific types of parking projects which may be eligible for redevelopment funding efforts would necessarily be those related to reducing blight as is required by the California Community Development Law. This would include parking facilities in built up areas where a benefit assessment district is not possible.

A third type of funding for these parking projects may be from the County's General Fund monies. These funds would be used when the improvements create a substantial County-wide benefit.

A final type of funding available is a general obligation bond. These bonds require approval by 2/3 majority vote, and result in an increase in the rate of property tax assessments. Bond monies are basically borrowed funds which pay for improvements while the increased property taxes fund the repayment of the bond. This type of funding would be used when the improvements would have a broad and general benefit on County residents and sufficient General Fund monies are not available.



SCALE: 1" = 125'

MARIPOSA TOWN PLANNING AREA

EXHIBIT 29

PARKING IMPROVEMENTS

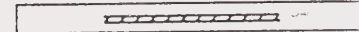
POSSIBLE ON STREET PARKING



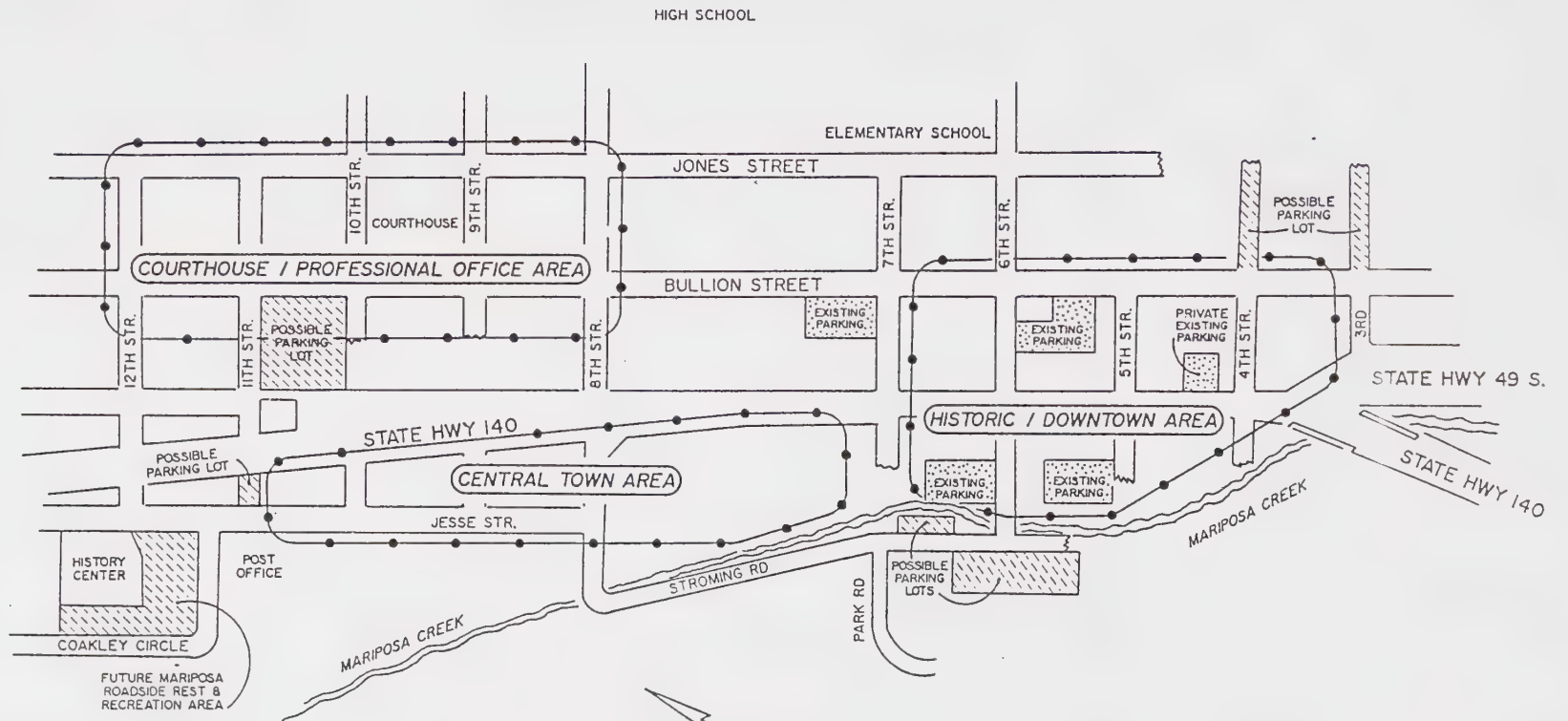
MARIPOSA TOWN PLANNING AREA

EXHIBIT 28

PARKING DISTRICT BOUNDARY









SCALE: 1" = 300'

# MARIPOSA TOWN PLANNING AREA

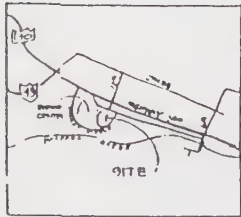
## EXHIBIT 27

### PUBLIC PARKING & PARKING IMPROVEMENTS

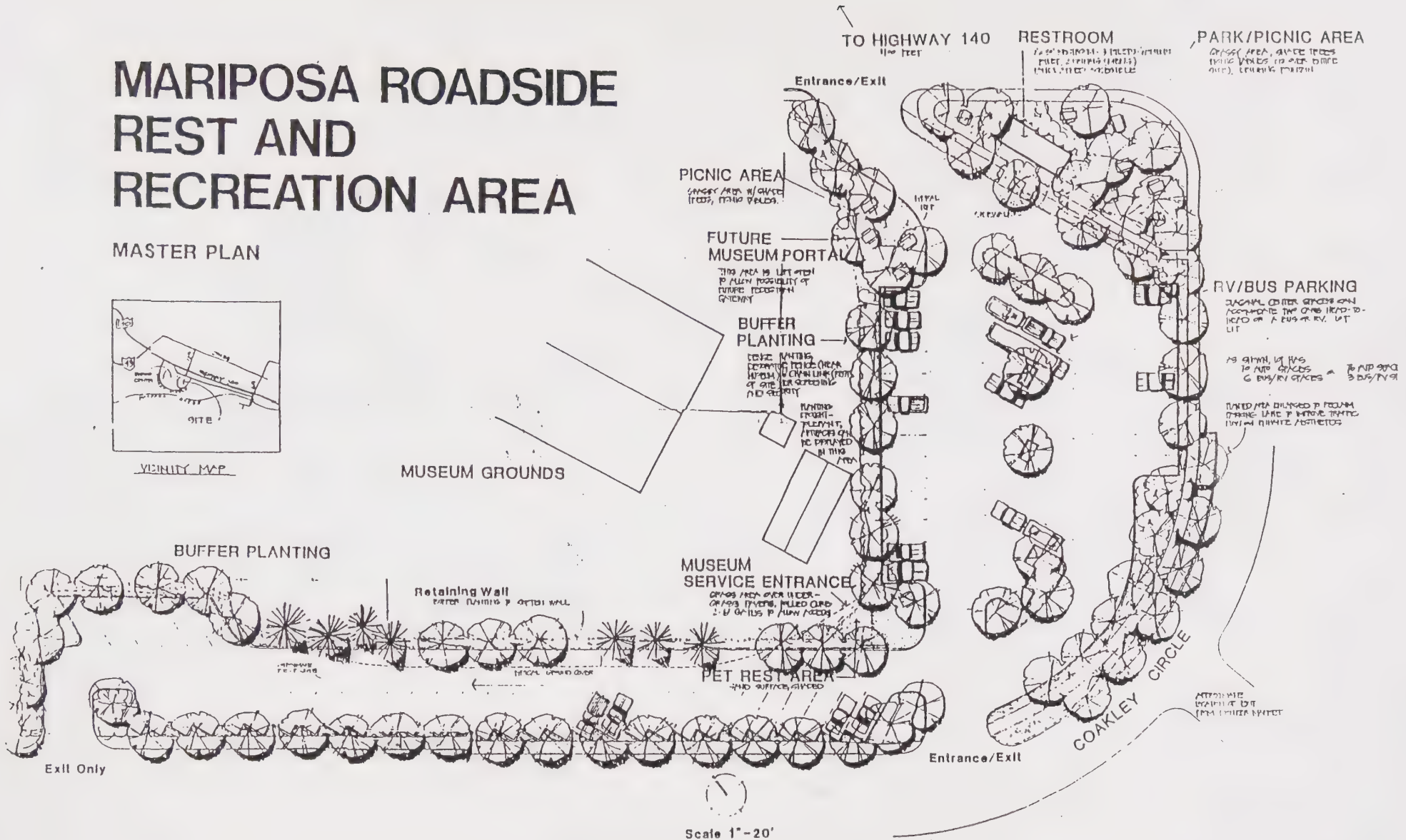
-  POSSIBLE FUTURE PARKING LOT
-  EXISTING PARKING LOT

# MARIPOSA ROADSIDE REST AND RECREATION AREA

## MASTER PLAN



VICINITY MAP



## SECTION 4.4 PARKS AND RECREATION

### A. Background

While a specific definition for recreation is not easily derived, it is clear that recreation is very important to the lifestyle of residents of an area, and that the availability of recreational opportunities is one element which defines the character of a community. While preferences for recreational activities varies from individual to individual, the availability of a diversity of quality recreational facilities and opportunities which appeal to the varied residents of a community is an important goal, and one to which the Parks and Recreation Division of the County subscribes.

On a County-wide basis, a variety of organizations provide recreational opportunities for citizens and tourists, and the quality of the recreational resources and opportunities available is unquestionably high. Within the Mariposa Town Planning Area though, only one agency furnishes recreational facilities and programs. This is the Parks and Recreation Division of the Mariposa County Department of Public Works. This division manages all recreational facilities and programs offered by the County, as well as those within the town of Mariposa.

In general, the budget for the Parks and Recreation Division is comprised from County Funds. This budget includes funding for operational expenses and maintenance of existing facilities. In the past, funds for acquisition of park land and for special construction projects in Mariposa have come from the Future Plant Acquisition Budget (General Fund), from State Bond Acts (including both direct allocations and competitive grants), and from donations by local civic organizations and businesses.

The goals for the County Parks and Recreation Program, which are applicable to the program for parks and recreation within the Mariposa Town Planning Area are as follows:

1. To provide adequate and equitably distributed recreation and leisure opportunities for residents which respect and enhance their quality of life.
  - a. To offer opportunities for social interaction and development of social networks.
  - b. To create and develop a community identity and to help residents develop loyalty to their hometown and to the county.
  - c. To encourage health and fitness. To teach sportsmanship.



2. To enhance the economic well-being of Mariposa.
  - a. To attract and capture the tourist dollar, providing quality experiences that are sought after and repeated.
  - b. To lend additional value and function to supporting private investment.
3. To preserve, protect and enhance significant open space and environmentally distinctive areas.
  - a. To educate residents and tourists about environmental values and to have the opportunity to develop those values.

These goals and the County's Recreational Program for the future recognize the importance of recreational opportunities which are located within one's community and which are easily accessible, as well as those opportunities which require the commitment of a number of hours, a day, or longer.

#### **B. Existing Facilities**

The following is a description of existing recreational facilities within the Mariposa Town Planning Area, and was obtained from the Draft of Mariposa 2005 - The Mariposa County Parks and Recreation Master Plan.

##### **1. Mariposa Park**

Mariposa Park is the main facility within the town of Mariposa. The park is approximately 14 acres in size, and is located at the end of Park Road. There is only one vehicular bridge which crosses Mariposa Creek and accesses Stroming and Park Roads from downtown Mariposa, and that is the bridge on 6th Street.

Physically, the parks facilities are located on the foot of the ridge southwest of town. In response to the topography, the facilities have been constructed on three distinct levels. The first and highest level contains three tennis courts, two of which are lit for night play. The tennis court area also contains a practice wall. The second level is the level at which Park Road enters the Park. This level has a parking lot accommodating approximately 250 cars, a grassy area with play equipment, a rest room structure and a picnic shelter that seats approximately 48 people. The lowest level contains a pool and bathhouse, picnic tables and barbecue grills, a group picnic shelter that will seat up to 100 persons, and the offices and maintenance shops for the Parks and Recreation Division. A small outdoor theater was also located on this level, although it was destroyed in 1987. Seating to

accommodate 500 people was built into the slope and still remains. Underground utilities also still remain at this site.

Pedestrian access to these facilities is somewhat limited, as there are no sidewalks following the rather circuitous vehicular access route. A set of stairs was built in 1987 which starts behind the Shell Station at the intersection of Highway 140 and Miller Road and ends just below the former theater area and pool on the lowest level of the park.

Organized summer recreational activities which take place at Mariposa Park include the weekly Farmer's Market, and recreational swimming and swim lessons. The pool is also used by Mariposa County Schools for physical education programs and swim competitions.

## 2. Athletic Fields

The Mariposa High School and the Mariposa County Parks and Recreation Division jointly developed about 12 acres of athletic fields in 1960. The development is at the Mariposa High School. Improvements have been made in phases and currently this facility includes one high school baseball diamond and three softball/Little League diamonds. All of the four diamonds are lit, although the lighting provided varies in quality due to differences in age and types of fixtures. The four diamonds are located in the four corners of the rectangular site, and the large area created by the outfields of these diamonds is used as a soccer field.

## 3. Mariposa Creek Park

The Mariposa Creek Park is the third and last park facility located within the TPA. This park is discussed in its own section of the Public Improvement Programs chapter.

## C. Program

The Parks and Recreation Division has identified specific projects and programs for the Mariposa TPA to meet established goals and policies, and to provide a diversity of recreational opportunities for the residents of or tourists visiting this growing town. A description of these projects was obtained from conversations with the Director of the Parks and Recreation Division, and from the Draft of Mariposa 2005 - The Mariposa County Parks and Recreation Master Plan. These projects are described below.

## 1. New Facilities

### a. Civic Plaza

The County Government Center program identifies the historic County Courthouse as the center of a multi-block government facility complex. In conjunction with these development plans, the Parks and Recreation Plan calls for the development of an approximately 2 acre civic plaza or series of plazas for this complex. These plazas would be public open spaces areas to complement the existing and proposed facilities, and to reflect the civic nature of the site. The open space areas would provide passive recreational opportunities for the many tourists visiting the historic Courthouse, as well as for residents and County employees, and should present a setting to reflect Mariposa County's rural and historical roots. The open space areas could provide shaded seating areas, picnic areas, interpretive and informational displays, shaded and lighted sidewalks or pedestrian areas connecting the buildings and connecting the buildings and parking areas, grassy play areas, attractive landscaping, and public restrooms. These facilities would contribute significantly to the attractiveness of the Government Center as a work environment, as a center for County Government functions, as a compliment to the historic Courthouse, and as a representation of the history and residents of Mariposa County.

No site planning has yet occurred for the civic plaza, and plans for the County Government Center are still young enough to have not yet formally incorporated the types of facilities and open space areas proposed by this program. Planning efforts will need to consider the standards established for the Design Review and Historic Design Review Districts. These standards establish minimum criteria for site design to ensure that all development and structures (such as the benches, lighting fixtures, picnic tables, and signs for this project) are historically compatible, and to ensure that proposed landscaping uses native, drought resistant, or water-conserving species.

Funding for this project may be proposed from general fund monies, general obligation bonds, or impact fees. Funding may be proposed from one source, or from a combination of these sources. The project may also be eligible for redevelopment funding, as a redevelopment planning effort is currently underway.



b. Mariposa Creek Project

Plans for expansion of the Mariposa Creek Park's existing facilities are discussed in the Park's own section of the Public Improvement Program's chapter.

c. Landscape Corridors

The landscape corridors program is also an urban forestry type of program. This program will highlight the town entrances, historical and natural features, and other important locations within town. Important tourist and resident destinations in the community have been identified, and include the Courthouse area, Mariposa High School, Mariposa Elementary School, Mariposa Creek Park, the History Center, downtown shops and various public parking areas. Other destinations could include Mariposa Park, the residential areas on the north end of town, and the Fairgrounds and Mining and Mineral Exhibit. These destinations will be connected by landscape corridors which will include pedestrian pathways and street trees. The routes may also provide interpretive displays as appropriate to highlight the historical and natural highlights of Mariposa. The program will provide "entrance elements" at the north and south ends of town as well, to recognize one's entry into Mariposa.

This program will be important to the character of Mariposa as a small town and as a tourist "stopover." The fair climate of Mariposa and its size make year-round pedestrian travel a viable alternative to travel by automobile. However, the lack of sidewalks and the summer heat make walking uncomfortable during the long and hot summers, and often dangerous throughout the year. Providing pedestrian routes and street trees for shade will not only promote pedestrian travel, but contribute to Mariposa's healthy living environment and attractiveness as a community. These facilities have an obvious benefit for residents living, working, and attending schools within the community. The facilities will also benefit tourists who will find the corridors a welcome and attractive alternative way to experience Mariposa.

No site planning or design details have yet been prepared for this program which is still in a conceptual stage. The policies of the Design Review District (which encompasses the entire TPA) strongly encourage and support this program. The landscape standards established for this District which need

to be incorporated into the further definition of this program include requirements that plant species utilized be native, drought resistant, or water-conserving.

Funding for this project may be from General Fund monies, general obligation bonds, impact fees, or a combination of these sources. The project may also be eligible for redevelopment funding.

d. Mariposa Park - Water Slide

The County's Parks and Recreation Plan proposes the construction of a water slide at Mariposa Park as a revenue-producing element of the park system. Currently, there are few fees generated for the use of the recreational facilities provided within Mariposa. In fact, expenditures exceeded revenues in the Parks and Recreation Division's 1990-91 budget by almost 100 to 1. It is hoped that this type of facility, which would provide entertainment to residents and visitors during the summer season, could be a significant contributor to revenues for the Parks and Recreation Division in the future.

No specific site planning or design has yet occurred for this facility. Consideration of the intent and purposes of the Historic Design Review standards during future planning will be critical, due to the scale and traditionally non-historic character of this type of facility, and the prominence and visibility of the Mariposa Park location from the historic district of Mariposa. Appropriate and creative site planning for this project will ensure that the facility is an attractive addition to the town's recreational facilities.

Funding for this project has not been acquired and may come from the Future Plant Acquisition Budget (General Fund).

e. Mariposa Park - Theater

There has been interest expressed in the re-establishment of the theater at Mariposa Park. There has already been considerable investment in this facility, as there exists seating and underground utilities. Reestablishing and expanding this facility could provide a location for movies, as well as for community productions such as melodramas and concerts. The interest in this type of project needs to be investigated and pursued if appropriate.

Funding for this type of project has not been determined, but would most likely be from the General Fund.

## 2. Renovations

### a. Mariposa Park - General Facilities

A few renovation projects at Mariposa Park have been identified as necessary for the upkeep and maintenance of existing facilities.

- i. The first project is the redesign and renovation of the main parking lot. The purpose of these efforts would be to control traffic and speed, provide a safe area for the Farmer's Market and other civic activities, to add curbs to control drainage and traffic flow, and to add trees for shade, for reducing reflected heat from the asphalt lot surface, to break up the expanse of the paved lot, for aesthetic purposes, and to add to the park atmosphere. Examination of the standards established for parking lot landscaping by the Design Review Overlay District will be important during the design efforts, but should be considered minimum standards for a park setting.
- ii. The second project is the addition of a low fence or other barrier between the playground equipment on the middle level and the slope down to the pool. This project is necessary to create both a physical and visual barrier between the 2 distinct uses. The Design Review standards require that natural materials (or materials which appear to be natural) be used for fence construction. A fence structure, in conjunction with landscaping would meet the functional intent of the standards, provide shading, and contribute to creating the sense of a distinct and separate play area for children.
- iii. The third project is the replacement of the chlorination system at the pool with a safer system and one which is more cost effective than the current system. This project was initiated by concerns for health and safety issues, and for budgeting issues for operation and maintenance of the system.



- iv. The fourth project is the replacement of the roof on the large picnic shelter.

Funding for these projects will most likely be from the General Fund.

b. Athletic Fields

The Parks and Recreation Division's lease on the athletic fields at the High School will expire in a few years. Although alternative sites for these community athletic fields outside of the TPA have been discussed, relocation of these facilities will probably not occur. If the lease is renewed and the Parks and Recreation Division continues to use the ballfields at Mariposa High School, upgrading of the existing facilities will be required. The existing lighting of the ballfields is inadequate and makes night use of the fields hazardous. The lighting fixtures need to be replaced or renovated for safe night play. The existing bleachers are also inadequate for current use and need to be repaired or replaced. A third required improvement project is the repair or replacement of the existing sprinkler system for the fields. This system is inefficient, inadequate, and wastes water. For the sake of water conservation and operation costs, this project is very important. Funding for these projects hasn't been determined, but will most likely be from the General Fund.

## SECTION 4.5 MARIPOSA CREEK PROJECT

### A. Background

The Mariposa Creek Project is the newest of the three existing parks in the Town Planning Area. While most of the park is still in the planning stages, the concept for its ultimate development is clearly established in the drafts of both the Mariposa 2005: Mariposa County Parks and Recreation Master Plan, and the Mariposa Creek Park Master Plan. Mariposa Creek Park will be a linear park roughly following the course of Mariposa Creek, running approximately 4 miles from the Fairgrounds on the south to the offices of the California Department of Forestry on the north. A conceptual plan for the park is illustrated on Exhibit 31. The project may also include a "return loop" into town along Stockton Creek and the Powder House Road alignment. The park will serve both a recreational role for residents and tourists, and a functional role in the protection of Mariposa Creek.

The park will provide a pedestrian and bicyclists corridor and will tie together a number of tourist facilities and destinations which are currently isolated from one another. These include the History Center, the Mineral Exhibit at the Fairgrounds, the historic downtown, and Mariposa Park. In addition, it is hoped that business developments along the park will recognize the positive relationship with their park frontage. In this respect, tourist developments such as hotels and motels, or restaurants could tie directly in with the park. It is anticipated that residents near the park will also use the creek trail. The park will be particularly accessible to the densely developed residential areas north of the cemetery. The park will also provide various facilities for more passive recreational uses, such as picnic areas.

In addition to recreational values, the park will serve to protect and enhance the ecological values of the Mariposa Creek channel. Mariposa Creek, which is a naturally flowing perennial stream, is currently in a relatively natural state and disturbance from development has been fairly minimal. In this respect, as a community and environmental resource, the value of Mariposa Creek is very high and major renovation efforts are not necessary. The project will revegetate the stream channel with native species and will provide a shade canopy adjacent to the creek. The project will restore, enhance, and protect bird and wildlife habitat along the creek. The project will also ensure that banks throughout the proposed park area will be maintained in a stable condition, which is important to minimize soil erosion and flood damage. In general, the project will also reduce future flood damage by ensuring that the floodway and floodplain of Mariposa Creek are maintained in an undisturbed condition. Mariposa Creek is the primary drainage channel for a watershed of approximately 3,000 acres, which includes fairly large areas of impermeable surfaces (within the TPA). Development which encroaches into the floodplain of a major drainage channel is not only susceptible to direct

damage from flooding, but it also increases the flood damage potential to downstream properties. The facilities envisioned by the Mariposa Creek project are compatible with the dynamics of a floodplain and will consequently protect against future flood damage to existing and proposed facilities.

The Mariposa Creek Park will provide recreational opportunities, and will protect and enhance the ecological values of the Creek. The aesthetic values of the creek will also be preserved. The facilities will spur community pride and enhance the historic and commercial districts of town which may increase property values. Secondary impacts such as from increased tourist dollars may also be anticipated.

### **B. Existing Facilities**

As described earlier, most of the development and improvements for the Mariposa Creek Park are still on the drawing boards, although the first phase of the project is currently under construction. Phase I of the project, which is primarily located between 4th and 5th Streets in town, is illustrated on Exhibit 32, and is approximately 0.75 acres in size. Improvements include a handicapped accessible trail between 5th Street and the 4th Street alignment, a trail connecting Highway 140 to the Creek along the 4th Street alignment, a main entrance at the bottom of 5th Street, a creek overlook or plaza area, and a foot bridge crossing the creek and connecting to the continuation of the trail along the Best Western property. Landscaping is shown, and will function to enhance the corridor as a park setting, and provide a buffer between the park and adjacent development. The trails will be wide enough to enable "two-way" pedestrian or bicycle traffic, and are proposed to be surfaced with compacted crushed rock or decomposed granite. Phase I development may also include benches, trash receptacles, interpretive displays, trail marker signs and lighting for night use. While some of this phase of the park is located on County property (such as within the easements for 4th and 5th Streets), most of these facilities are on recreation easements which were donated to the County by adjacent residential and commercial property owners. These easements provide a 50 foot wide park area on each side of the centerline of Mariposa Creek. Funding for this phase of the project was acquired in part by State monies from the 1988 Park Bond Act and in part from donations from citizens and citizen groups in Mariposa. County assistance was also provided.

County property for future park development includes 5 acres of land between the Old Highway bridge and Miller Road south of the treatment plant which was purchased by the County in 1990. Portions of the stream bed in this stretch have been cleared of debris, brush, and non-native vegetation. In addition, approximately 100 square feet of rip rap for bank stabilization has been installed, and approximately 1,000 lineal feet of revegetation work has been completed.



### C. Mariposa Creek Park Program

A Master Plan for Mariposa Creek Park is currently being prepared for the County. While detailed plans for the park facilities and phasing of construction is consequently not yet available, general concepts for development have been established by landscape architect Kay Hutmacher and the County.

The width of the park and facilities provided will vary depending upon adjacent development and roadway improvements, and the width and slopes of the creek channel. While the total width of the easement for Phase I of this project is 100 feet (50 feet from the center line of the creek), in general it is recommended that future land acquisitions for the park be 50 feet from the edge of the creek's floodway in order to ensure that adequate buffering between the park and adjacent development may be provided. A majority of the future development of the Mariposa Creek Park will require acquisition of land along the park's proposed alignment.

As described earlier, the completed Mariposa Creek Park will provide a trail for walkers, joggers or bicyclists and will serve to connect many facilities and destinations. As with the first phase, the continuation of the trail will be wide enough to enable two-way traffic, although in the more rural parts of the park the trail might not be as wide as within town. Surfacing for the trail will be compacted crushed rock or decomposed granite which will withstand bicycle, wheelchair and stroller tires. Along the trail, typical facilities may include benches or seating areas, trash receptacles, interpretive exhibits and trail markers. Lighting may be proposed along the trail in the central commercial areas for evening use. In addition, landscaping will be provided along the entire route as needed. Landscaping will be used to revegetate areas with native species, to provide shade, to stabilize exposed slopes, to create a park atmosphere, and to provide a buffer between adjacent residential and commercial uses and roads. It is anticipated that irrigation facilities will be required in the initial establishment of the landscaping, and native and drought resistant species will be utilized to conserve water. There are a number of bridges which cross Mariposa Creek along the park route, and the park will be designed to go under these bridges if possible. Where it is not possible that park traffic be directed under these bridges, provisions to ensure safe road crossings will be necessary. The entire park will be handicapped accessible where feasible.

The park will also provide areas for more passive recreational activities. Picnic tables will be provided, as will barbecue grills, grassy play areas, and possibly a restroom facility. Main entrances into the park will be recognized, such as at 5th Street and the cemetery. In addition, widened plaza areas or overlooks are planned.

Where possible, the trail route will enable park users to travel in the creek corridor. Specific areas requiring special design

considerations have been identified. The first such area is between the Old Highway bridge and the Fairgrounds, where the creek is very close to Highway 49 South and adequate space for safe travel may not be available. The trail route in this location may not travel immediately adjacent to the creek. A second special design area exists between Highway 140 and the Old Highway bridge. In this location, the creek bed is very steep and does not offer easy access. In addition, the MPUD sewage treatment facility is located immediately adjacent to the creek and interrupts the standard route for the trail. For the purposes of minimizing environmental damage during construction, and minimizing safety and liability issues with respect to the treatment plant, an alternate location for the trail has been considered. It is likely that foot and bicycle traffic will be directed to travel along Miller Road, which parallels the creek. In this location, park improvements may include signage, stripping and other modifications to the road to ensure safety of park users. Methods to slow traffic and separate automobiles and park users will be important.

Future design of the park facilities will need to consider the standards established by the Design Review and Historic Design Review Districts. The landscaping standards require that native or drought tolerant plant species be used for water conservation, that all exposed soils be revegetated, that appropriate transitions between adjacent uses be maintained, and that adequate provisions for irrigation be made. These standards are all consistent with the concept for the park. The standards of the Historic Design Review District require that all development within the district be consistent with Historic Gold Rush architecture. These standards will affect the selection of facilities such as benches, interpretive displays, signs, and lighting fixtures. In general, park features should all have a consistent design and consequently the standards of the Historic District may have a park-wide impact. The standards of the Design Review Districts will affect the design of the restroom facility as well. The standards of the Design Review District will also ensure that future development of properties adjacent to the Mariposa Creek Park maintains an appropriate transition between the two uses.

#### **D. Organization and Financing**

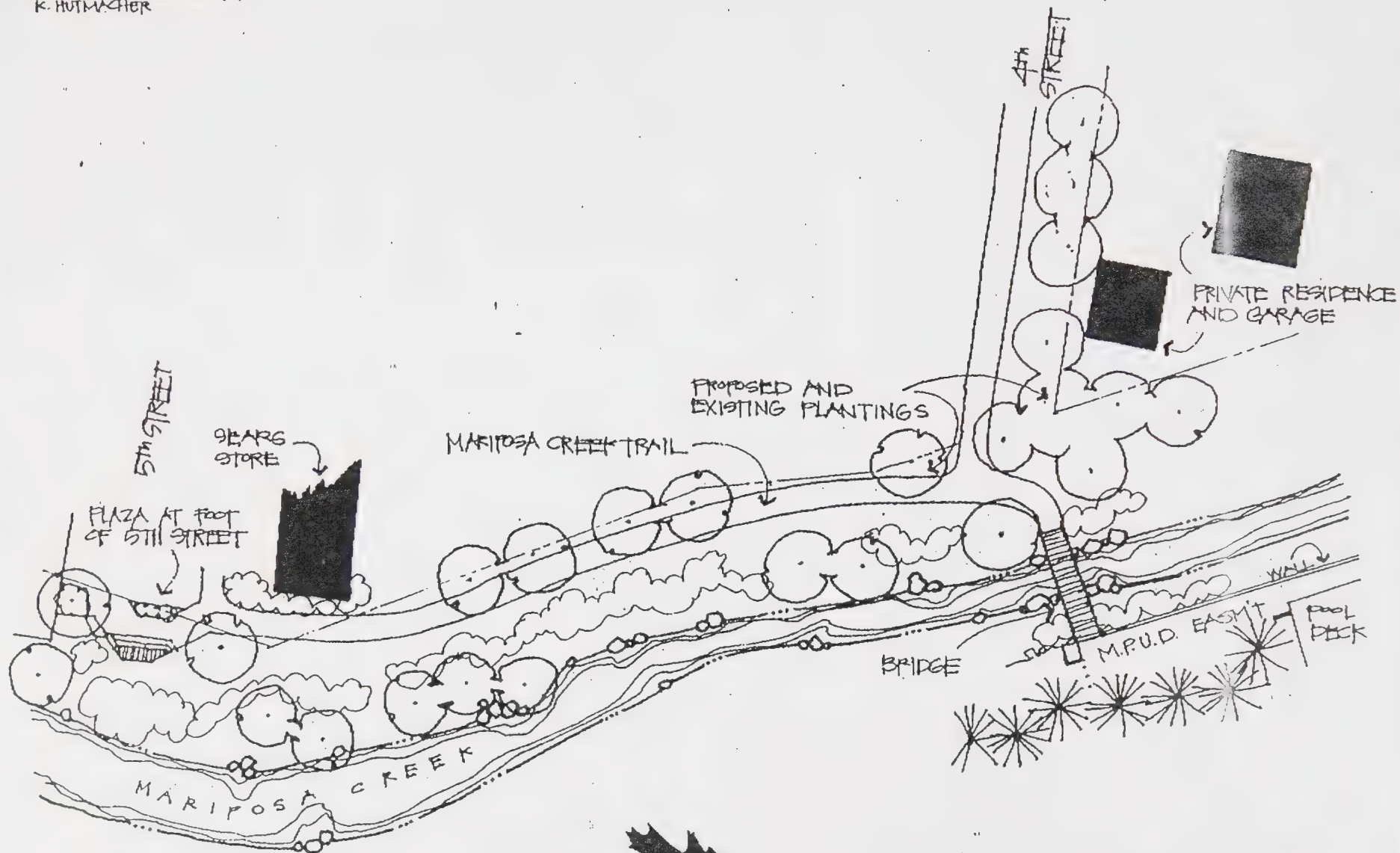
To date, a number of organizations have been involved in the development of the planning and financing of the Mariposa Creek Park Project. The concept for the park had a grass roots origin, although the County has incorporated the plans into their draft County-wide Parks and Recreation Master Plan. Consequently, planning and financing to pursue these plans, and maintenance of existing and future facilities will be handled by the County.

Costs for future development of the park will include those for design and engineering services, acquisition of property, construction of facilities, and on-going maintenance. Funding is possible from a number of sources. State funding may be obtained from grants from Park Bond Acts. Partial funding for construction

of the first phase of the project was obtained from this source. Some of the project's costs may be eligible for redevelopment funding, as a redevelopment planning effort is currently underway. Another method of financing would be from the assessment of general park impact fees. These impact fees would appropriately be assessed for new development projects on a County-wide basis because the park would serve a regional population. A final source of monies would be the County General Fund.







# MARIPOSA 2005

## Mariposa County Parks and Recreation Master Plan

## SECTION 4.6 MARIPOSA PUBLIC UTILITIES DISTRICT

### A. Background

The Mariposa Public Utility District (MPUD) is an independent special district which provides water, sewer and fire protection services to 792 acres within the Town Planning Area. MPUD's existing facilities and service capacities are described in detail in the Public Facilities and Services section of the Community Profile of this document. Programs for improvement of existing facilities and development of new facilities are contained in the Mariposa Public Utility District's Water and Sewer System Master Plan (prepared by the Barrett Consulting Group in November, 1989), and the Saxon Creek Water Supply Project Preliminary Design Report (prepared by the Barrett Consulting Group in March, 1990). These improvement programs are briefly described in this section. All estimated costs shown are based on 1990 dollars.

### B. Water Supply Program

As described in the Community Profile, MPUD's current water supply is provided by surface water collected from the watershed of Stockton Creek and ground water produced by a number of wells located both within and outside of the TPA. Because the existing system is not sufficient to supply the demands of future development permitted by the TPA's land use plan both within and outside of the current district boundaries, MPUD is pursuing a program for the development of an alternate water supply source to supplement the existing system and meet the projected water demand of the District. The Saxon Creek Water Project proposes to collect water from the Merced River. The project involves construction of a pump station adjacent to the Merced River, and construction of an approximately 7.4 mile long, 12-inch diameter, buried pipeline to connect the pump station with the existing pipe which conveys water from the Stockton Creek Reservoir to the MPUD Water Treatment Plant. A thorough description of this project is contained in the Saxon Creek Water Supply Project Preliminary Design Report. This Report estimated costs for the project at \$6,380,000.

Full funding for this project has been obtained. The Mariposa County Water Agency has provided funds totaling \$1,000,000 for the project. A grant totaling \$2,000,000 has been obtained from the U.S. Department of Agriculture's Farmers Home Administration (FmHA). In addition, FmHA has approved a loan for this project totaling \$3,380,000. Financing the repayment of the loan is proposed through the formation of an assessment district. The assessment district will include those areas which will benefit from the project. Redevelopment monies for partial repayment of the loan may also be available, as a redevelopment planning effort is currently underway.



### C. Water Storage Program

MPUD currently has three water storage tanks which function primarily to maintain pressure and provide adequate supply for fire protection purposes. The tanks also provide an emergency water reserve supply. Existing total water storage capacity is 1,220,000 gallons.

As described, the three tanks serve three zones within the TPA, one of which is not sufficient for existing development. This is the 70,000 gallon tank which serves Zone 3 (Idle Wheels), and the Master Plan identifies two alternatives to supply additional storage needed to meet existing and future Zone 3 requirements for both flow and pressure for fire fighting. The alternatives are described in detail in the Master Plan and include the following:

1. Construct an additional 208,000 gallons in storage adjacent to the existing Idle Wheels tank. Total estimated cost: \$203,000.
2. Expand the existing Idle Wheels tank to 140,000 gallons total capacity as soon as practical and construct the necessary system piping modifications to allow water flow from Zone 1 to Zone 3 under fire flow conditions. Total estimated cost: \$112,000.

The Master Plan identifies the need for expanded water storage throughout the TPA to serve future growth and development. The program for expansion provides for even distribution of storage for the purpose of improved system reliability and increased efficiency of piping network. The requirements are based on providing acceptable flow and pressure for fire fighting. Projected storage required by the year 2010 totals 2,712,000 gallons. In addition to providing increased storage, the Master Plan identifies various mechanical changes required for the existing and future system.

The existing 150,000 gallon tank in Zone 2 will need to be supplemented by 183,300 gallons of additional storage by 2010. The Master Plan proposes to construct one 200,000 gallon ground level tank north of Smith Road. Design and construction costs are estimated at \$281,000.

The existing 1,000,000 gallon tank serving Zone 1 will need to be supplemented by 1,037,600 gallons of additional storage by the year 2010. While three alternatives to supply additional future storage need in Zone 1 were evaluated by the Master Plan, only two were determined to be feasible and include the following:

1. Construct a new 1,200,000 gallon ground level storage tank on the hillside adjacent to the eastward extension of 12th Street. Total estimated cost: \$665,600.
2. Construct a new 600,000 gallon ground level storage tank on the hillside adjacent to the eastward extension of 12th

Street and a new 600,000 gallon ground level tank adjacent to the existing water treatment plant tank. Total estimated cost: \$924,800.

#### **D. Water Distribution Program**

The condition and capacity of MPUD's existing water distribution system varies throughout the District, however much of the distribution system is inadequate to serve existing development and the Master Plan details specific improvements required. Some existing pipes need to be replaced with new pipe due to the poor condition of the existing lines. Others need to be replaced with new and larger pipes to provide additional distribution capacity. The Master Plan provides specific details on the required improvements, and total estimated construction costs are \$739,900.

The District's Master Plan evaluated the feasibility of extending the community water system to the Mormon Bar/Fairgrounds area. Two alternatives are presented and discussed in detail in the Plan and include the following:

1. Provide 264,000 gallon storage capacity for this area, and construct an approximately 5,000 foot long, 6-inch diameter transmission main from the existing system to this tank. Total estimated cost: \$410,000.
2. Construct an approximately 7,000 foot long, 8-inch diameter transmission main and 114,000 gallons additional storage in Zone 1. Total estimated cost: \$324,000.

The plan establishes criteria for providing future service to existing undeveloped areas which are beyond the present District service area.

#### **E. Wastewater Treatment and Collection System Program**

The existing wastewater treatment plant was constructed in 1984, and has a capacity which will serve the entire TPA to the year 2010. The Master Plan does not contain any recommendations for improvements to this facility. However, the General Manager of MPUD anticipates that improvements to the sludge dewatering and septage receiving systems will require modification within the next 5 years. The existing dewatering system is marginally adequate at this time due to changes in disposal requirements. In addition, residential septage from County-wide sources is presently being introduced to the treatment facility under a pilot study. Depending upon the outcome of the study, modifications may be necessary to the facility for a permanent septage receiving station.

The existing wastewater collection system contains a significant number of existing lines with structural and hydraulic deficiencies. Poor design or installation, failure or pipe or joints and lack of sufficient capacity to carry flow are all



identified deficiencies. The Master Plan proposes a long range maintenance and rehabilitation program which requires a television inspection program to evaluate the condition of all lines in the District. In addition, there are five recommended major improvement projects to be completed by 1994 which include:

1. Replace the main line in the Jessie Street area between 9th Street and 3rd Street. Total estimated cost: \$192,800.
2. Replace the Stroming Avenue trunk line from Miller Road to 7th Street. Total estimated cost: \$147,200.
3. Replace the main trunk line along Miller Road from the intersection of Highway 49 South and Highway 140 to the treatment plant. Total estimated cost: \$138,500.
4. Replace/construct Howard Street diversion line. Total estimated cost: \$40,200.
5. Reconstruct and replace Mueller Tract sewer system lines, and sewer all facilities which are currently served by individual septic systems. Total estimated cost: \$1,099,380.

The Master Plan also examined the feasibility of sewerage the Mormon Bar/Fairgrounds area which is currently unsewered. While a specific layout plan has not been developed, due to elevational differences, a pump station would be required to pump the wastewater from this area to the plant. Storage would also be required. Total estimated cost: \$389,000.

The Master Plan establishes criteria for providing future service to existing undeveloped areas which are beyond the present district service boundary.

#### **F. Fire Protection Program**

MPUD provides fire protection services within the District boundaries. The primary features of the Department are two fire engines, one of which was acquired in 1967 and is in need of immediate replacement, and one fire house located at the MPUD administrative office. The manpower for the technical operations is provided by a volunteer group. The existing fire house provides facilities for only one fire engine. The second engine is housed in a garage located at the CDF Mariposa Headquarters. According to the General Manager of MPUD, an a second fire house with the capacity for at least two fire engines is needed. In addition, the recommended pumping capacity for fire fighting apparatus of MPUD exceeds its present capabilities. The addition of a third fire engine and replacement of the older engine would provide adequate fire pumping capacity to the present service area.



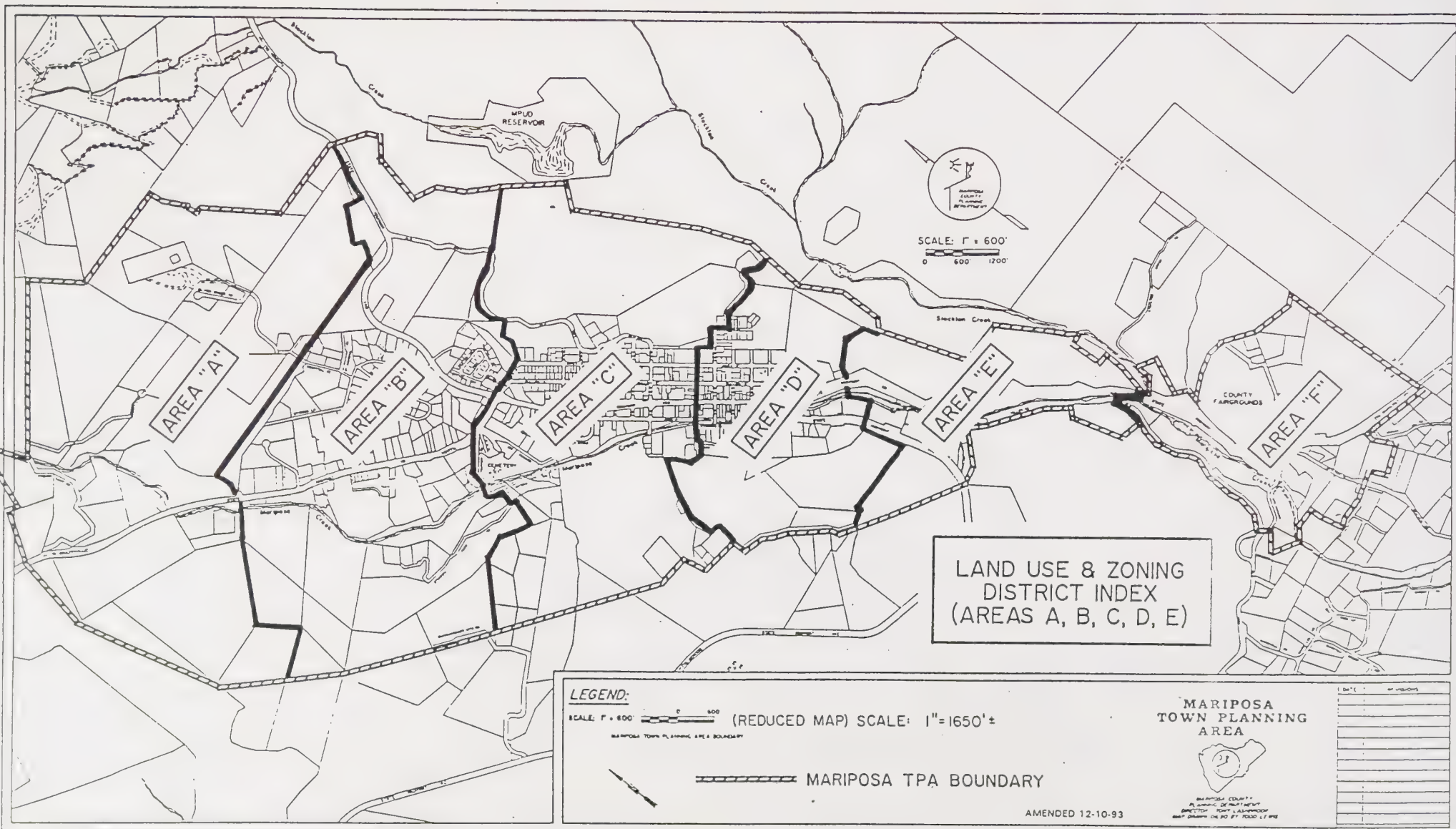
## G. Funding

Funding for any of MPUD's improvement programs may be from the formation of an assessment district, where assessment district boundaries would include areas benefiting from the improvements. Funding may also be obtained from District-wide connection or impact fees and from redevelopment planning efforts. Monies from redevelopment planning efforts may only be utilized within the redevelopment planning area, which does not encompass the entire Town Planning Area. In conjunction with these security methods, low interest loans and grants are sometimes available through Department of Water Resources, State Water Resources Commission, and USDA Farmers Home Administration.









**LEGEND:**

SCALE: 1" = 600' (REDUCED MAP) SCALE: 1" = 1650' ±

MARIPOSA TOWN PLANNING AREA BOUNDARY



MARIPOSA TPA BOUNDARY

**MARIPOSA  
TOWN PLANNING  
AREA**



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: ROY L. ASHMOOR  
MAIL STOP: 1000 E. 1ST ST. TULSA, OK 74103

AMENDED 12-10-93















AREA "A"



## MARIPOSA TPA SPECIFIC PLAN LAND USE &amp; ZONING MAP

|   |  |   |                                   |
|---|--|---|-----------------------------------|
|  | SFR 1/2 (Single Family Res. 1/2 acre lots) |  | GC (General Commercial)           |
|  | SFR 9000 (9000 sq. ft. lots)               |  | SR-20 (Scenic Resource - 20 acre) |
|  | MFR (Multi-Family Res.)                    |  | POP (Public / Quasi-Public)       |
|  | LI (Light Industrial)                      |  | SR-5 (Scenic Resource - 5 acre)   |
|  | POC (Professional Office Commercial)       |  |                                   |

AMENDED 12-10-93

MARIPOSA  
TOWN PLANNING  
AREA



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: TONY LASHBROOK  
MAP DRAWN 08.90 BY TODD LEWIS





SCALE: 1" = 1,000'

AREA "B"



| MARIPOSA TPA SPECIFIC PLAN LAND USE & ZONING MAP |  |  |                                   |
|--|--|--|-----------------------------------|
|  | SFR 1/2 (Single Family Res. 1/2 acre lots) |  | GC (General Commercial)           |
|  | SFR 9000 (9000 sq. ft. lots)               |  | SR-20 (Scenic Resource - 20 acre) |
|  | MFR (Multi-Family Res.)                    |  | POP (Public / Quasi-Public)       |
|  | LI (Light Industrial)                      |  | SR-5 (Scenic Resource - 5 acre)   |
|  | POC (Professional Office Commercial)       |  | AMENDED 12-10-93                  |

## MARIPOSA TOWN PLANNING AREA



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: TONY LASHBROOK  
MAP DRAWN 08.90 BY TODD LEWIS



SCALE: 1" = 1,000'

AREA "C"



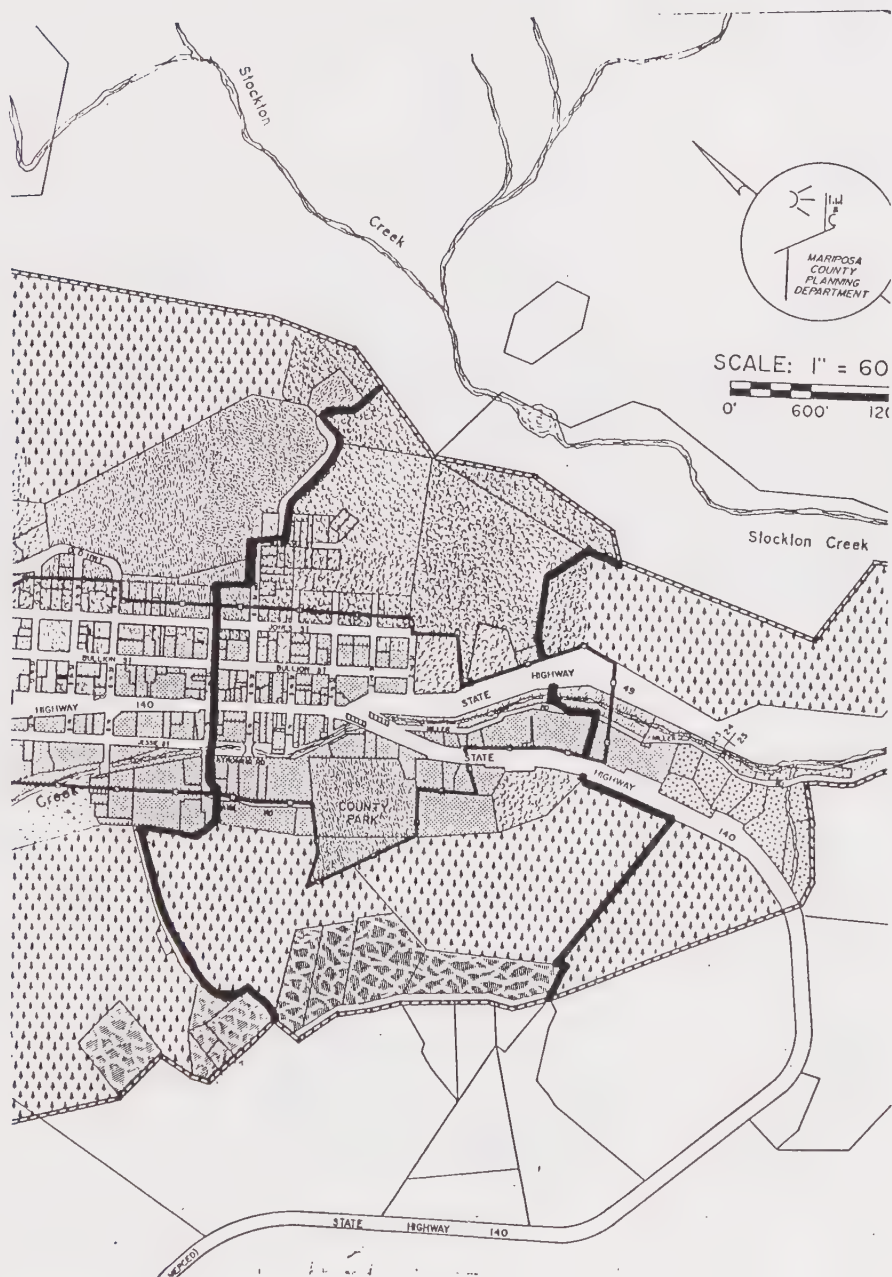
| MARIPOSA TPA SPECIFIC PLAN LAND USE & ZONING MAP |  |  |                                   |
|--|--|--|-----------------------------------|
|  | SFR 1/2 (Single Family Res. 1/2 acre lots) |  | GC (General Commercial)           |
|  | SFR 9000 (9000 sq. ft. lots)               |  | SR-20 (Scenic Resource - 20 acre) |
|  | MFR (Multi-Family Res.)                    |  | POP (Public / Quasi-Public)       |
|  | LI (Light Industrial)                      |  | SR-5 (Scenic Resource - 5 acre)   |
|  | POC (Professional Office Commercial)       |  |                                   |
| AMENDED 12-10-93                                 |  |  |                                   |

## MARIPOSA TOWN PLANNING AREA



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: TONY LASHBROOK  
MAP DRAWN 08.90 BY TODD LEWIS





SCALE: 1" = 1,000'

AREA "D"

| MARIPOSA TPA SPECIFIC PLAN LAND USE & ZONING MAP |  |  |                                   |
|--|--|--|-----------------------------------|
|  | SFR 1/2 (Single Family Res. 1/2 acre lots) |  | GC (General Commercial)           |
|  | SFR 9000 (9000 sq. ft. lots)               |  | SR-20 (Scenic Resource - 20 acre) |
|  | MFR (Multi-Family Res.)                    |  | PQP (Public / Quasi-Public)       |
|  | LI (Light Industrial)                      |  | SR-5 (Scenic Resource - 5 acre)   |
|  | POC (Professional Office Commercial)       |  |                                   |

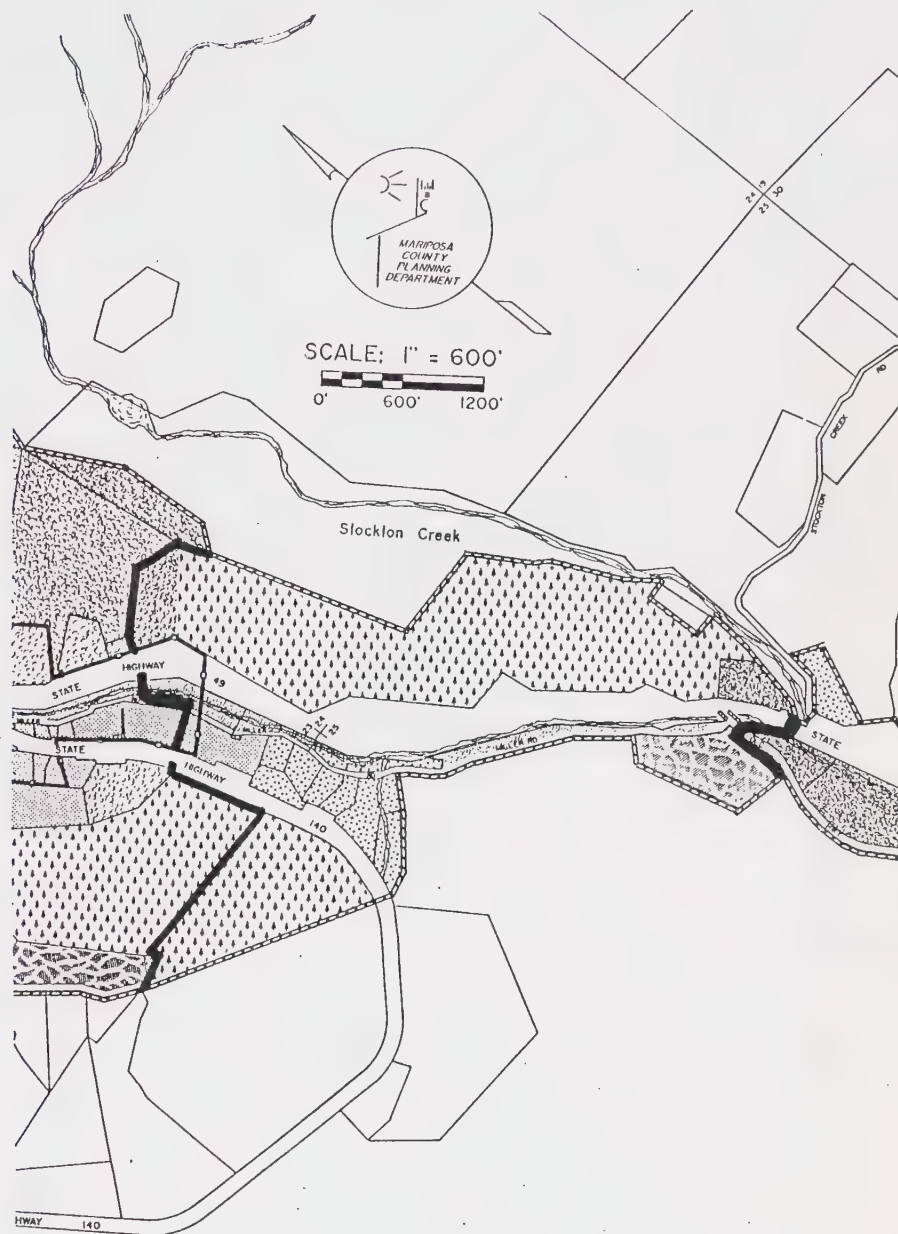
AMENDED 12-10-93

## MARIPOSA TOWN PLANNING AREA



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: TONY LASHBROOK  
MAP DRAWN 08.90 BY TODD LEWIS





SCALE: 1" = 1,000'

AREA "E"

| MARIPOSA TPA SPECIFIC PLAN LAND USE & ZONING MAP |  |  |                                   |
|--|--|--|-----------------------------------|
|  | SFR 1/2 (Single Family Res. 1/2 acre lots) |  | GC (General Commercial)           |
|  | SFR 9000 (9000 sq. ft. lots)               |  | SR-20 (Scenic Resource - 20 acre) |
|  | MFR (Multi-Family Res.)                    |  | POP (Public / Quasi-Public)       |
|  | LI (Light Industrial)                      |  | SR-5 (Scenic Resource - 5 acre)   |
|  | POC (Professional Office Commercial)       |  | AMENDED 12-10-93                  |

## MARIPOSA TOWN PLANNING AREA



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: TONY LASHBROOK  
MAP DRAWN 08.90 BY TODD LEWIS



SCALE: 1" = 1,000'

AREA "F"



| MARIPOSA TPA SPECIFIC PLAN LAND USE & ZONING MAP |  |  |                                   |
|--|--|--|-----------------------------------|
|  | SFR 1/2 (Single Family Res. 1/2 acre lots) |  | GC (General Commercial)           |
|  | SFR 9000 (9000 sq. ft. lots)               |  | SR-20 (Scenic Resource - 20 acre) |
|  | MFR (Multi-Family Res.)                    |  | POP (Public / Quasi-Public)       |
|  | LI (Light Industrial)                      |  | SR-5 (Scenic Resource - 5 acre)   |
|  | POC (Professional Office Commercial)       |  |                                   |

AMENDED 12-10-93

## MARIPOSA TOWN PLANNING AREA



MARIPOSA COUNTY  
PLANNING DEPARTMENT  
DIRECTOR: TONY LASHBROOK  
MAP DRAWN 08.90 BY TODD LEWIS





APPENDIX B

EXHIBIT 34

The habitat boundaries of the Mariposa Clarkia are those properties encompassed by the following assessor's parcel numbers:

12-180-03  
12-180-05  
12-200-12  
12-200-13

12-200-18  
12-200-19  
12-200-41

## APPENDIX C

### Historic Sites and Structures

The information used in this section was taken from the Mariposa County Historical Sites Survey. Many of these sites are now privately owned and are not accessible to the general public. The Historic Sites and Structures as described in this appendix are subject to the development standards and plan review requirements for the Historic Design Review Overlay Zone as specified in Section 17.336.075 of the County Zoning Ordinance.

1. Neyo Figuero's Site--A large juniper tree dominates a large clearing near a spring. Figuero had a 160 acre ranch which became an Indian gathering place for social events and dances. Figuero was a Miwok Indian who lived off the land and had a garden and orchard on this site. (GI-2)
2. Logtown--Although few remnants remain, this area was originally settled in November 1849 after flooding destroyed lower Mariposa. The area was heavily wooded and supplied lumber for many of the buildings in Mariposa beginning in the 1850's, including possibly the County Courthouse. From the 1850's to the 1920's, garden vegetables, grapes, and other fruits were grown here as the 125 year old fig tree on the property testifies. The only remaining building of this area is an adobe building constructed in the 1880's which served as a residence for the Catlin and Fournier families. (GI-62)
3. Howard Rancheria Site--Bill Howard, who was the son of Chief Bautista, the hereditary leader of the local Mariposa and Yosemite Indians, lived at this site. Captain Bill Howard became the Indian leader after Chief Bautista's death. Captain Howard, who was probably given his name by the Army, lived on this site until his death in 1963. (GI-3)
4. Sudreau--Sudreau was a shoemaker who had his shop located at this site. The house was constructed in 1901 and was at the northernmost edge of town. This house was a part of a construction boom experienced by Mariposa in 1901. (GI-6)
5. Maguire's--This house is one of the first prefabricated houses built in Mariposa some time in the early 1920's. It was built by or for Frank Maguire who was the last manager of the Mariposa Grant. (GI-7)
6. Pratt House--This house was built for Charles Pratt and his brother Walter Pratt in about 1902. Charles was Assessor from 1902-1910, while Walter was Auditor/Recorder from 1910-1934. (GI-8)
7. Helm Place- This house was built for James Helm when he became County Treasurer. The house is located directly across from the County Courthouse. (GI-10)
8. Henry Garber Jr. House/Pendola House-The house was built by Henry Garber Jr. in 1896 as a wedding house for his bride who was one of the daughters of the Pendola Family. At one time there was an elevated walkway between the two Garber houses. The house is constructed of Sugar Pine from the Jerseydale area. The lot between the two Garber houses has never been built upon. (GI-13)

9. Henry Garber House-The house has been substantially altered from its original form. The house was originally twice the present size of the house with the rear portion being torn down in 1906 or 1907 and the front porch remodeled in 1929. Built in 1861, the house was constructed of lumber from the Mariposa area. Henry Garber was an immigrant from Hamburg, Germany and became a naturalized citizen in Mariposa in 1859. His son, Henry Garber Jr., was born in the house in 1868. (GI-12)
10. Milburn House-The house was built in 1898 (est.) by Tom Lind after his marriage to a daughter of the Farnsworth Family. (GI-14)
11. Lind House-Built in 1897 (est.) by George Lind after his marriage to a daughter of the Farnsworth Family, this house is constructed similarly to the adjacent Milburn House. (GI-15)
12. Mariposa County Courthouse- on January 21, 1859 a contract was awarded by Mariposa County to P.V. Fox and A.F. Shriver in the amount of \$9,000 to construct a courthouse building. The building is constructed out of white pine and is held together with wooden pegs rather than nails. In 1861 a fireproof vault was added to protect county records. In 1866 the Board of Supervisors voted to erect a cupola with a clock and bell therein. The clock came from the east around the Horn and cost the County \$1,130.35. An addition to the vault was completed in 1895 and electric lights were installed in the clerk's office, vault, and County jail in 1907. The first major addition was constructed in 1935, and consisted of closing the space between the original building and annex in the rear, building the upper story above the annex, and adding the fire escape at the rear of the building. This addition also included the installation of restrooms on the first and second floors, plus the painting and addition of trim to the outside.

The Mariposa County Courthouse has been in continuous use since 1854, longer than any County Courthouse in California. The Mariposa County Courthouse has been placed both on the National Historic Register and is California State Historical Monument. (GI-1)

13. Thorn Residence-This house, moved from the Whitlock Mining District in 1902 or 1903, has an extensively remodeled interior. When the house was moved from the Whitlock District, it was completely dismantled with each board numbered and was rebuilt exactly as it previously stood before. The house originally belonged to Samuel Johns, Superintendent of the Whitlock Mine, and was acquired by Thorn who operated a men's clothing store in Mariposa. (GI-11)
14. J.J. Trabucco House-J.J. Trabucco resided in this house while he was the Superior Court Judge in Mariposa County from 1903 to 1938. During that time, he presided over many of the important cases of that era including the W. Edward Hickman murder case and the boundary line case between Oakland and Alameda County which involved over \$40,000,000 in property values. He also presided over many local cases in the historic County Courthouse. An interesting feature of the house is the partially open round tower encircled by a veranda. (GI-19)
15. Gazette Office-This was the original Gazette Office from the 1860's on. The original building was scorched in the 1866 fire, but did not burn completely. The first



Mariposa Gazette was published in 1854 and has been published continuously since. The present office is on the same site. (GI-20)

16. Adair House-The house is believed to have been constructed for Joseph Adair when he was elected District Attorney in 1892. There is some confusion as to whether the house was constructed on the lot or if it was moved to the lot from another location. The house is the only preserved example in the town of this type of architectural style common around 1900. (GI-21)
17. Dexter House- Built by John Lind sometime between 1890-1900. The three Lind Brothers (John, George and Tom) were responsible for the building of the Lind and Milburn Houses in Mariposa, along with the Dexter House. (GI-63)
18. Tressider House/Mariposa Brewery - This residence is constructed on the site of the original Wyler and Lessman Brewery. The site still contains an excellent spring and 1/2 inch water line used by the brewery. (GI-17)
19. Farnsworth Home- This house was built by Calvin E. Farnsworth in the 1890's. The Farnsworth family was a leading local family at the turn of the century. (GI-26)
20. Stolder House- This house was possibly built in the 1850's. It was acquired by R. B. Stolder who was the District Attorney for Mariposa County from 1888-1892 and from 1910-1918. The brother W. B. Stolder was a supervisor from 1908-1912. The house was sold in 1866 to Melissa Guard, who lived in the house from 1872 to 1909. (GI-22)
21. Counts House- George Counts was elected County Treasurer in 1869 and moved into the house some time during that year. The house was constructed prior to 1866. (GI-25)
22. Prouty House/Lawrence House- Prouty was elected County Sheriff in November, 1892, and remained Sheriff until 1910. The property was originally sold to George Miller by John F. Johnson in 1860. It is believed that George Miller built the house some time soon after purchasing the property. (GI-25)
23. Hedges Residence/C.G. Lind House?- It is believed that Carl Gustav Lind acquired this house in 1860 from Thomas Temple. This house became the Lind family home within Mariposa. (GI-27)
24. Pain Residence - This residence was moved from the Whitlock Mining District at the turn of the century and was extensively remodeled.
25. Camins Store- This building was originally a hotel and saloon in the early 1870's, and later became the Louvre Hotel which burned down in the fire of 1896. The building was rebuilt following the fire and became the family "liquor store" through the early 1900's. The building was extensively restored and remodeled in both 1927 and 1930 respectively. (GI-18)
26. Jones House/Jim McElligott House- This house was built in 1858 for District Judge E. Burke, who sold it to his successor Lewis Fuller Jones in 1863. The Jones family lived in this house until 1915 when the McElligotts became the owners. (GI-28)
27. Schlageter House- This house was built prior to 1857 and is primarily of interest due to its unique mix of architectural styles. Much of the ornamentation on the roof and porches was probably copied from the Wawona Hotel by Fred Schlageter. The Schlageter house survived the 1916 fire and is still in excellent shape. (GI-31)

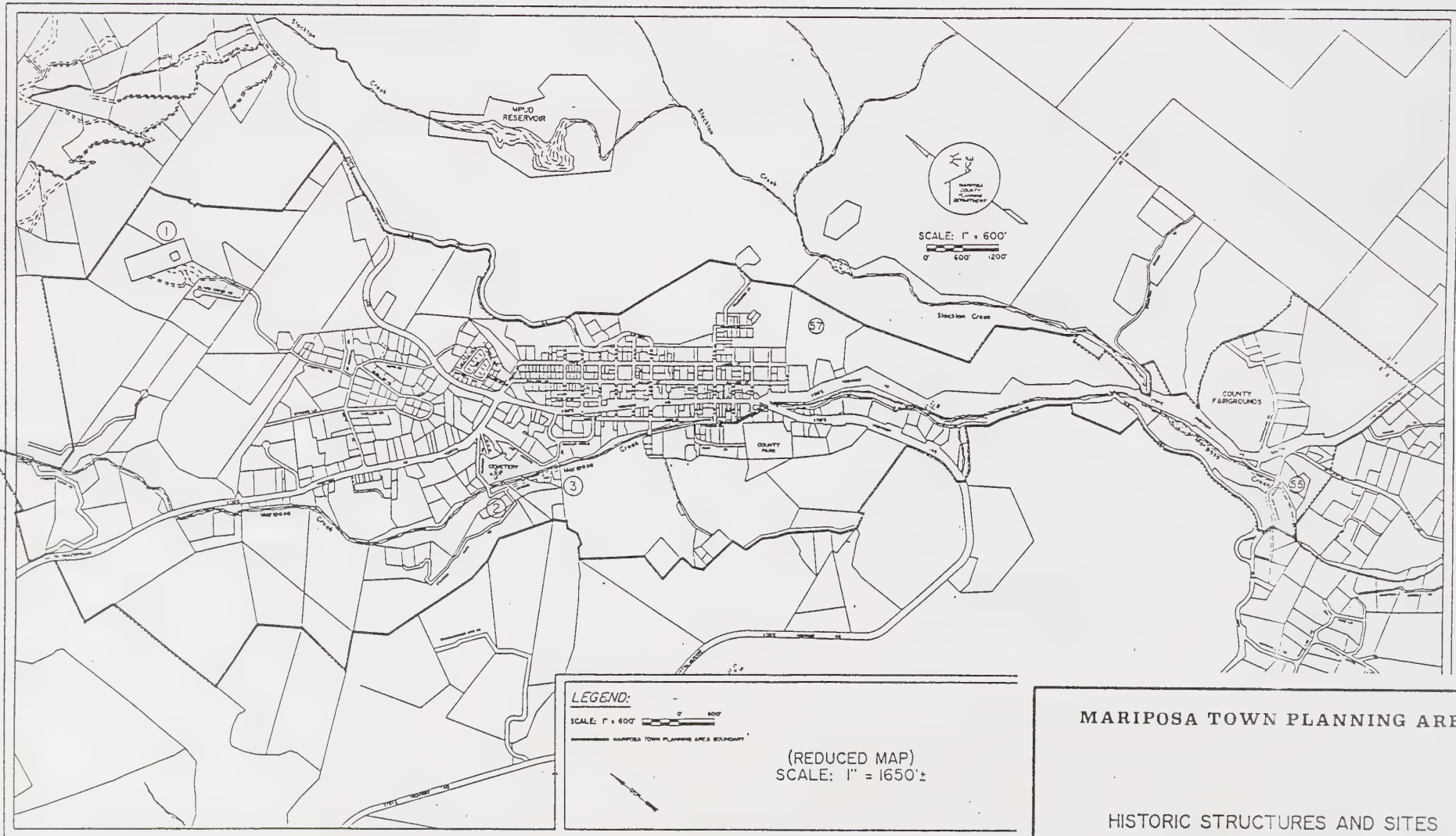
- Opera House/New Town Hall Site- The Opera House was built next to the Schlageter House and was also to be the new town hall. The building burned down in 1916 along with the Larew building, and the Trabucco barn. (GI-30)
28. Offields- This house at one time served as a doctor's office for the Mariposa Mining Company. The house also served as a residence for the Ballantyne, Offield and Cook families. Mr. Offield was the Superintendent of Schools from 1914-15, and was a teaching principal at the first County High School. (GI-37)
29. Masonic Lodge- Originally Lodge Number 24 was established in a building constructed around 1853. This original building was destroyed in the 1866 fire. The present building was constructed in 1917. (GI-38)
30. Kearneys- In 1885 Dr. W. J. Kearney moved into the "old Patton House opposite Higmans Store". Kearney worked as a County physician at the old hospital along Mariposa Creek. The building has been in use as restaurant on and off since 1950. (GI-39)
31. W. S. Zeller's Residence- Zeller acquired the lot 1890 and had the house built soon after. Zeller operated a general merchandise store and was John Trabucco's competition in the 1890's. (GI-45)
32. Stolder Building- This structure was built for W. B. Stolder in 1901. Later in the 1920's and 1930's, the building was the Yosemite Hotel. Today the building houses a variety of shops. (GI-46)
33. Highway Patrol Office/Bogan & Company- This building was built by Emile Trabucco to house the CHP office. It was designed by the same man who designed the high school auditorium. The Charles Bogan Store is very similar in style to McDermotts or Trabucco's warehouse. Charles Bogan and his partner Chris Kerins ran a store on this site from about 1865 up into the 1880's. (GI48/GI-47)
34. Oleanders- Oleanders was a mens clothing store located in this building at the turn of the century. This was J. R. Hites property from 1872 until 1894, when he sold the property to C. A. Schlageter who opened a saloon here. (GI-51)
35. Capitol Saloon/Reed's Saloon- The original building was constructed about 1895. The walls in the saloon were painted by Cornerlius Vejer, or Billy Conn. The large mural paintings usually showed some mining activity. The only surviving examples are in the Gold Coin, the other paintings are now covered over by plaster. (GI49}
36. Fremont Adobe/Stahl's Bakery- This building may have been John C. Fremont's assay office in the early 1850's. The Fremont Adobe was partially destroyed in the 1866 fire and was partially rebuilt with brick. This building may also have been used as the first Wells Fargo office. The rebuilt portion of the building was used as the Stahl Bakery. The adobe walls in the northern portion of the building are most likely part of the original structure. (GI-50)
37. Schlageter Hotel/Pine Tree Hotel- Originally built in 1859 by John F. McNamara as the Pine Tree Hotel after a large Ponderosa pine that reportedly stood nearby. The original building burned in the 1866 fire and was rebuilt by Herman Schlageter with a loan from John R. Hite. The new building was two stories, built of brick and had an iron balcony. The iron balcony was removed in 1902, and a porch was added. (GI-42)
38. Trabucco Store- This store was built in 1896 from materials salvaged from other buildings which were destroyed in the 1896 fire. The iron doors and some of the stone



- used in its construction supposedly came from the original Fremont Grant Store. The upstairs window was salvaged from a Chinese store in the Mormon Bar area. (GI-44)
39. 49er Bar/El Capitan Saloon- This building housed Frank Clow's "El Capitan" Saloon in the late 1890's. The original building had a large glass front, with a surrounding adobe facade. The current building has been remodeled with a new adobe facade. (GI-43)
40. Jack's Market- Originally used as a store dating back to 1900. The walls are made of soapstone quarried locally east of town. The walls have been plastered over. (GI-41)
41. Odd Fellows Lodge- The current lodge was constructed after the fire of 1866 and was designed to be very fireproof. The first story walls are 18 inches thick and the second story walls are 14 inches thick. All the exterior walls are brick, the roof is tin, and all windows have iron shutters. (GI-40)
42. Obarr's- The house was originally built by Obarr in the 1890's and was located in the Whitlock area. The house was moved into Mariposa around 1900. (GI-33)
43. Emile Trabucco House- This house is representative of several of the more prosperous homes built in Mariposa during the 1920's and 1930's. Emile Trabucco, son of John Trabucco was the leading merchant in Mariposa during the 1930's, 40's and 50's. (GI-34)
44. Bertken House- This house was built by George Bertken in 1901. George Bertken was constable for 8 years. This building is on or near the site of the former Methodist Church North. (GI-52)
45. Old Jail- In 1858 the Mariposa County Board of Supervisors awarded a \$14,744 contract to J. O. Lovejoy to build a granite jail to be 33' long and 26' wide and 2 stories tall. The total height of the building was to be 18 feet. The lower story was to have walls 2' thick. All stone was to have split natural faces, bedded and painted with doors of iron. The interior and roof of the jail burned September 1, 1892. Bigelow and Little of Bay City Iron Works in San Francisco were awarded the contract to repair the damage. In 1893 a metal roof was placed on the building. The jail was later remodeled in 1949 and was in continuous use until 1963. (GI-36)
46. Old Post Office/Richter's Drug Store- This building was the post office in the 1920's and 1930's. It was originally used as an office building, which included a drug store run by Dr. Richter. The structure belonged to C. A. Schlageter for many years before passing to John Trabucco who moved it in 1950 in order to build the addition to his general store on Charles Street. (GI-53)
47. Methodist Church South- The original Methodist Church was built in 1853 and was located on Charles Street, it burned down in the fire of 1866. The interim north and south Methodist Churches operated until the 1890's when the current Methodist Church South was built on the present location. (GI-52)
48. Cohen & Samuels- In 1870 J. J. Cook had the Express Drug Store here in a fireproof brick building. The McElligotts built a garage in the rear of the site. (GI-54)
49. McDermott and Company/Trabucco Warehouse- This building was built in 1859 by McDermott and Company and was the site of a general store until 1880 when it became a livery stable. (GI-55)
50. Giant Sequoia Tree- This Sequoia tree was planted by George Bertken in about 1880. (GI-56)

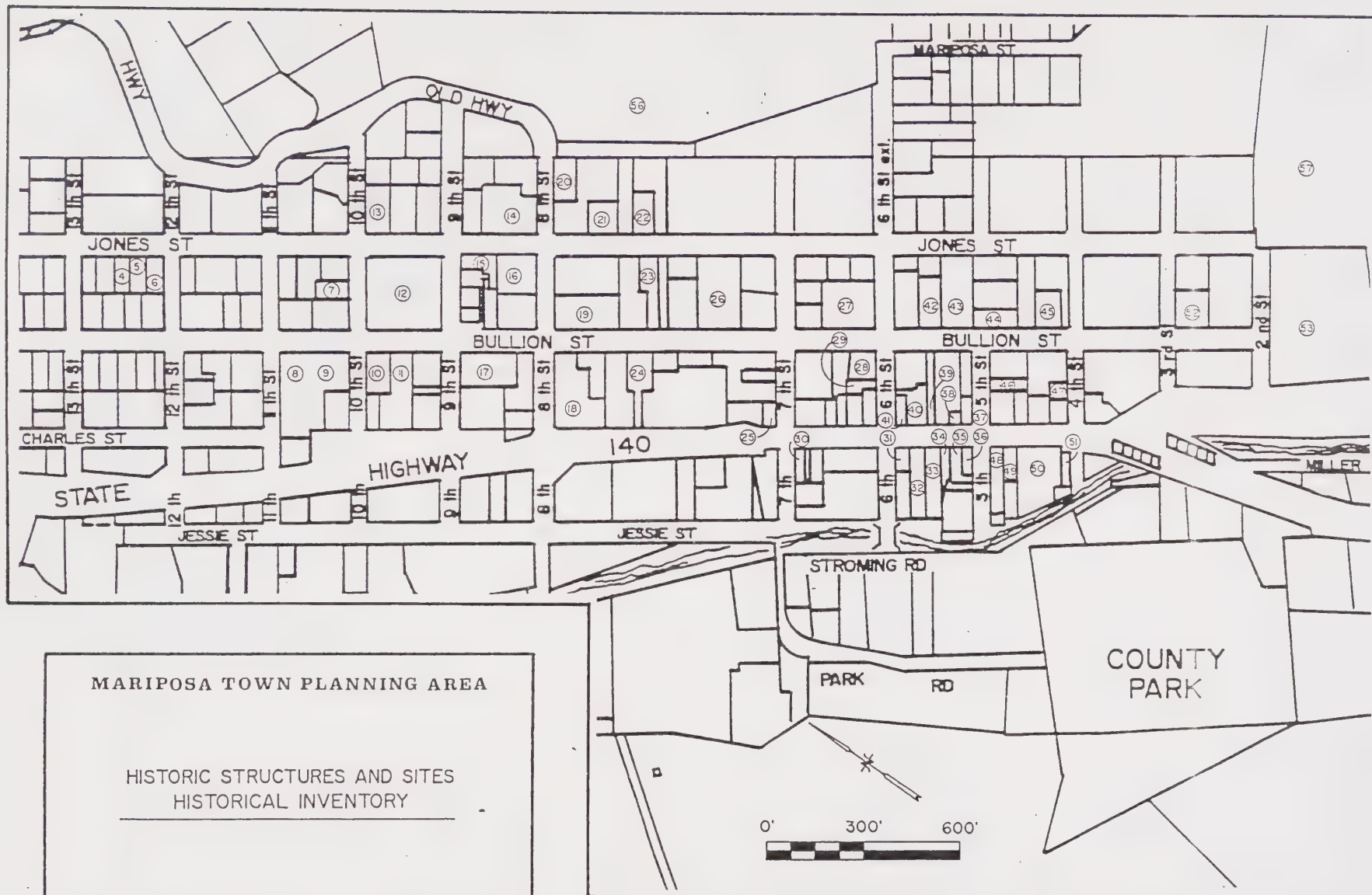


51. Gann House- This house was built behind the Downy-Gann House while the original Gann House was being demolished due to the change in Highway 140 right-of-way. The present house was built around 1932. (GI-57)
52. Old Duff Place/Jim Duff Residence- Jim Duff came to California with Fremont in 1848 and worked as an engineer on the first steam driven mill at the Mariposa Mine. Duff had this house built in the late 1860's and owned the entire block containing the house. (GI-59)
53. St. Josephs Catholic Church- Constructed at the present site in 1862 and has been in continuous use since 1863. The church stands on 2 blocks of land donated by the owners of the Mariposa Mine, part of the original Fremont Grant. The church bell was cast in Boston in 1861 and has been in the church since its construction. The crown on the steeple was added to the church in 1863 or 64. The church is constructed of Sugar Pine lumber. GI-60)
54. Little Hollywood- Little is known of this house but it is estimated that the house was moved up Mariposa Creek from Mormon Bar to it's present location prior to 1900.
55. Mormon Bar Crossing/Chinatown- Mormon Bar, two miles southwest of Mariposa on Mariposa Creek was first settled by Mormons in the fall of 1849. The Mormons stayed only a short while before moving on. Their place was soon taken by a large population of Chinese miners who were not allowed to live within Mariposa. By 1859 the lower Mormon Bar area had the largest concentration of Chinese within Mariposa County. This area also has a long history of habitation by Indians. There are several good examples of Indian mortar grinding holes on this site. (GI-64)
56. Mariposa High School- Before 1914 the nearest available high school was in Le Grand. The original school (1914) was in the basement of the Presbyterian Church (Bagby Building) on Bullion Street. Under L. A. Offield, Principal and Science teacher, the County built a school in 1917 on land donated by Mariposa Commercial and Mining Company. The students put in the floor with the aid of school faculty when the contractor became bankrupt. This structure was located at the present gym site and was torn down in 1949. The present Spanish Revival style structure was built by a contractor and the Works Project Administration and was first used in 1937. The building was dedicated by Coleman Jennings, owner of the Mariposa Grant. At the commencement in 1919 the auditorium building was not yet completed because of lack of funds and Offield appealed to the citizens. Since 1937 the High School has also served as a community center for meetings and performances. In recent years a Merced College extension program has used these facilities in the evenings. Since 1916 there has been a steady increase in the number of graduates. (GI-5)
57. Mariposa Mine- Tradition credits Kit Carson with discovery this mine, but there is no evidence from Carson or others to support the statement. It was probably found by the Sonorans sent to the area by Fremont in 1849. As early as July, 1849, Palmer, Cook, and Company were crushing ore from this mine in a stamp mill, one of the very first in California. Fremont gained undisputed title in 1859 and leased to Barnett until 1864. A forty-stamp mill was moved here from Green's Gulch in 1864. From 1864 to 1892 the mine was essentially dormant. The Mariposa Commercial Mining Company reopened the mine and despite numerous accidents there produced about \$700,000 between 1900 and 1910 at \$20/oz. The mine's best years were 1901, 1902, 1903 and 1904. Soon afterward, the mill was destroyed by fire. Subsequent mining was done by lessees. (GI-61).



## MARIPOSA TOWN PLANNING AREA

HISTORIC STRUCTURES AND SITES  
HISTORICAL INVENTORY





# APPENDIX D

## GENERAL PLAN/ZONING AMENDMENTS NECESSARY IN CONJUNCTION WITH ADOPTION OF THE SPECIFIC PLAN

| <u>PARCEL</u> | <u>PARCEL SIZE</u> | <u>LAND USE</u> |
|---------------|--------------------|-----------------|
| 12-010-53     | 83.5               | TPA to MT       |
| 12-010-54     | 71.1               | MT to TPA       |
| 12-130-19     | 49.7               | MH to TPA       |
| 12-130-01     | 3.0                | MH to TPA       |
| 12-130-04     | 0.6                | MH to TPA       |
| 12-130-02     | 0.5                | MH to TPA       |
| 12-130-03     | 1.0                | MH to TPA       |
| 12-130-08/15  | 7.9                | MH to TPA       |
| 12-140-14     | 40.0               | TPA to MG       |
| 12-140-19     | 40.0               | TPA to MG       |
| 12-140-69/68  | 187.2              | TPA to MH       |
| 12-140-33     | 97.7               | TPA to MH       |
| 12-140-34/37  | 164.4              | TPA to MH       |
| 12-140-36     | 5.1                | MH to TPA       |
| 12-140-56     | 80.1               | TPA to MH       |
| 12-150-08/07  | 95.7               | AE to TPA       |
| 12-150-06     | 82.5               | TPA to AE       |
| 12-150-18     | 2114.9             | TPA to AE       |
| 12-150-15     | 2.2                | TPA to AE       |
| 12-150-01     | 4.0                | TPA to AE       |
| 12-150-16     | 88.1               | TPA to AE       |
| 12-180-12     | 3265.6             | TPA(AE) to AE   |
| 12-180-03     | 5.85               | MH to TPA       |
| 12-180-05     | 20.5               | MH to TPA       |
| 12-190-15     | 79.6               | TPA to AE       |
| 12-190-09     | 2.0                | TPA to AE       |
| 12-200-34     | 51.8               | MH to TPA       |
| 12-200-06     | 7.0                | MH to TPA       |
| 12-210-41     | 3.5                | RR to TPA       |
| 12-210-42     | 2.6                | RR to TPA       |
| 12-200-24     | 6.9                | RR to TPA       |
| 12-210-02     | 7.8                | TPA to RR       |
| 12-250-14     | 10.0               | MT to TPA       |
| 12-250-12     | 11.4               | MT to TPA       |
| 12-290-11     | 49.1               | MT to TPA       |
| 12-290-06     | 91.0               | TPA to MT       |
| 12-290-05     | 5.0                | MT to TPA       |
| 12-340-05     | 76.6               | MG to TPA       |
| 12-140-13     | 200.1              | TPA to MG       |
| 12-140-59     | 7.9                | MT to TPA       |

## APPENDIX E

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## APPENDIX F

### DEFINITIONS

#### Appurtenant Use or Structure:

A use of land or structure subordinate to the primary use or structure of the land and customarily incidental to the primary use or structure occurring on that land.

#### Bed and Breakfast or Transient Rental:

A single family structure, a residential unit of a duplex, a residential condominium unit, or an apartment unit within a commercial structure with only one such unit, or a portion of such residential units, rented or leased for periods of 30 or less days and complying with the standards contained herein.

#### Building:

Any structure having a roof supported by columns and/or by walls and intended for the shelter, housing, and/or enclosure of any person, animal or personal property or equipment; example: residence, mobile home, garage, barn. Any structure which is appurtenant to and attached to the building shall be considered part of the building; example: deck, staircase, balcony, awning, porch.

Building Envelope: The area of a lot covered by a building or structure, including allowed projecting eaves, balconies, and similar features.

#### Easement:

The right of a person, the public at-large, a government agency, or a public utility company to use public or private land owned by another for a specific purpose.

#### Easement, Access or Road:

An easement which grants access to the public, an entity, or a person(s) over property owned by another and allows for the improvement of that property for access or road purposes. For the purposes of Subtitle 17.300, an access or road easement need only encompass those improvements for travel lanes, parking lanes, curbs, gutters, and adjacent pedestrian pathways.

#### Easement, Drainage:

An easement, the purpose of which is to limit development in order to retain natural drainage channels predominantly in their natural condition, to maintain the water-carrying capacity of natural drainage channels, and to ensure safe and unobstructed flows of stormwater runoff.

#### Easement, Slope:

An easement, the purpose of which is to encompass cuts and fills associated with grading for road construction and to allow for maintenance of such cuts and fills.



## Appendix F, Definitions

### Local Street:

A local street shall mean a public street as defined by this Title, an unimproved County street right-of-way, a dedicated public right of way as defined by this Title, or a private road or access easement which serves five (5) or more parcels.

### Lot Coverage:

The area of a lot or parcel covered by buildings or structures, excluding allowed projecting eaves, balconies, and similar features.

### Parcel, Flag-shaped:

A parcel with access provided to the bulk of the parcel by means of a narrow corridor from a local street or State Highway and which is shaped and designed so that the main building site area is setback from the local street or State Highway on which it fronts.

### Parcel, Interior:

A parcel which does not have parallel frontage along a local street or State Highway.

### Service Station:

Any premises where gasoline and/or other petroleum products are sold and/or light maintenance activities such as engine tuneups, lubrication, minor repairs, and carburetor cleaning are conducted. Service stations shall include convenience stores or mini-marts where gasoline is sold. Service stations shall not include premises where heavy automobile maintenance activities such as engine overhauls, automobile painting, and body fender work are conducted.

### Setback:

The required minimum horizontal distance between a property line, edge of access easement, and street centerline and the nearest vertical structural support or wall of a building or structure or the nearest edge of a use.

### Structure:

That which is built or constructed, a building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

### Yard, Front:

A yard or open area extending across the full width of the parcel between a front property line or edge of access right-of-way or easement and the vertical structural support or wall of a building or structure. The front yard is established parallel or concentric to the front property line. A front property line is a property line abutting a local street or State Highway. For flag-shaped parcels, a front property line is the interior property line most parallel to and nearest the street or easement from which access is obtained. For interior parcels, a front

## Appendix F, Definitions

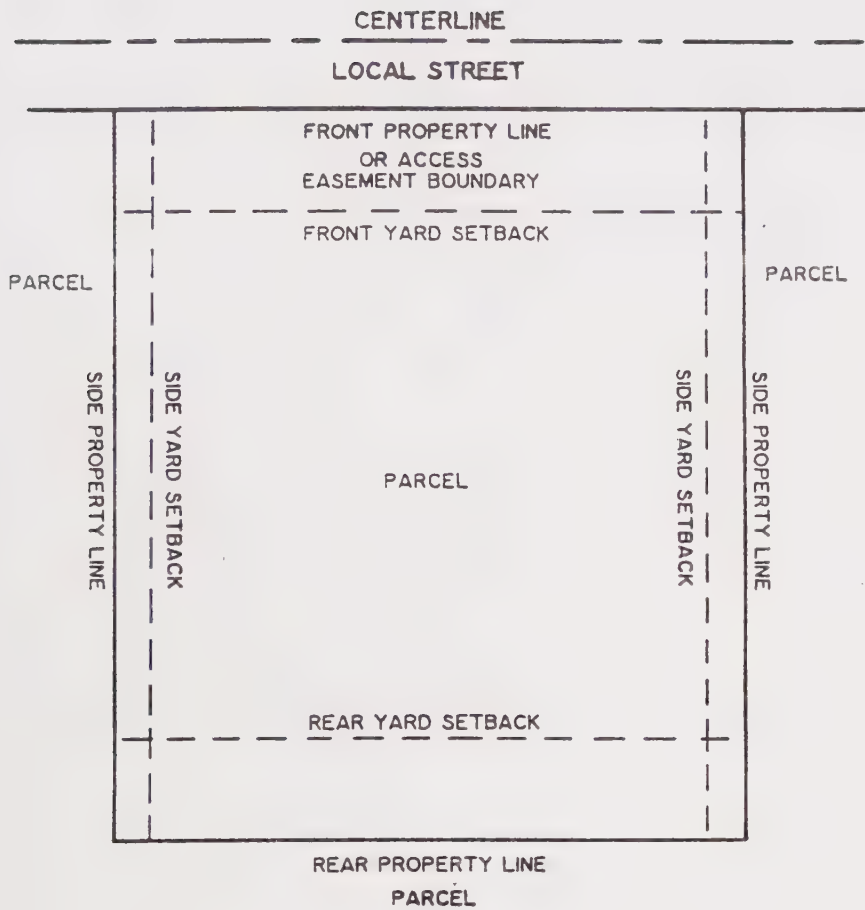
property line is the property line which abuts the easement or driveway from which access is obtained.

### Yard, Rear:

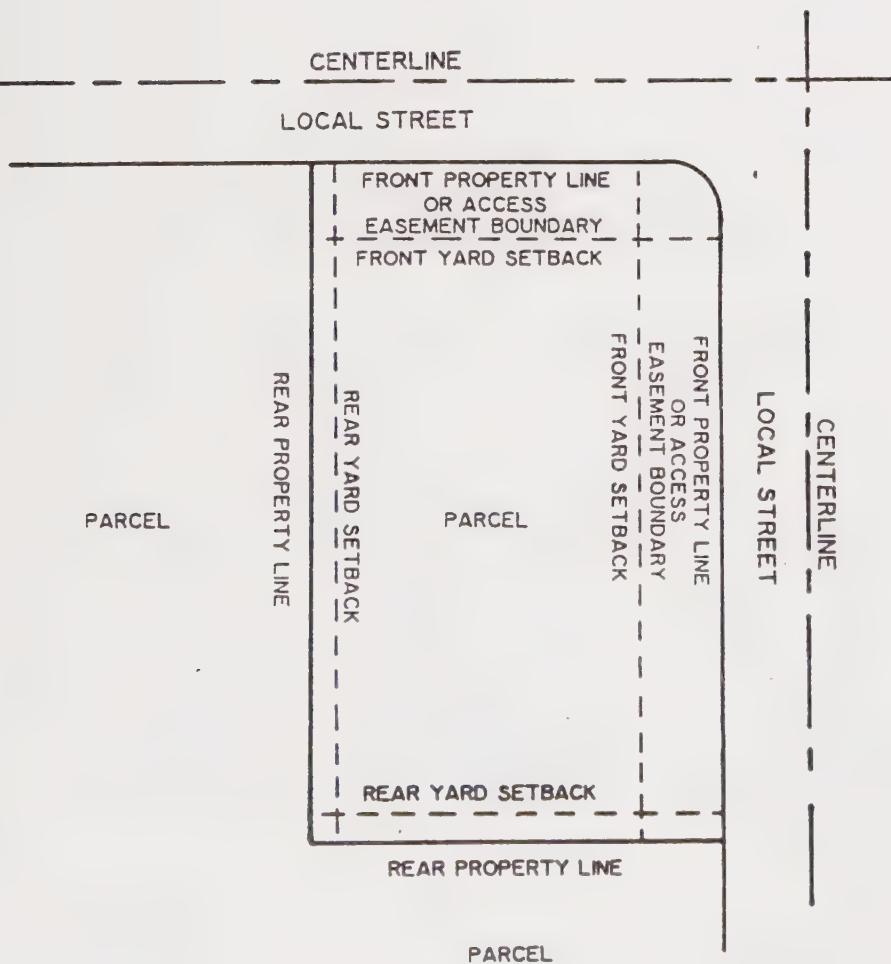
A yard or open space opposite to and most distant from a front yard. A parcel which has only three (3) property lines (e.g. a triangular shaped parcel) will not have a rear yard.

### Yard, Side:

Any yard or open space other than a front yard or rear yard.



SETBACK EXAMPLE:  
SETBACKS (TYPICAL)  
(NOT TO SCALE)



SETBACK EXAMPLE:  
CORNER PARCEL  
(NOT TO SCALE)



CENTERLINE

LOCAL STREET

PARCEL

FRONT PROPERTY LINE

FRONT YARD SETBACK

MAIN BUILDING SITE

REAR YARD SETBACK

REAR PROPERTY LINE

PARCEL

SIDE PROPERTY LINE

SIDE YARD SETBACK

SIDE YARD SETBACK

SIDE PROPERTY LINE

PARCEL

CENTERLINE

LOCAL STREET

PRIVATE ACCESS  
EASEMENT

PARCEL

FRONT PROPERTY LINE

FRONT YARD SETBACK

PARCEL

SIDE YARD SETBACK

REAR YARD SETBACK

REAR PROPERTY LINE

PARCEL

PARCEL

SETBACK EXAMPLE:

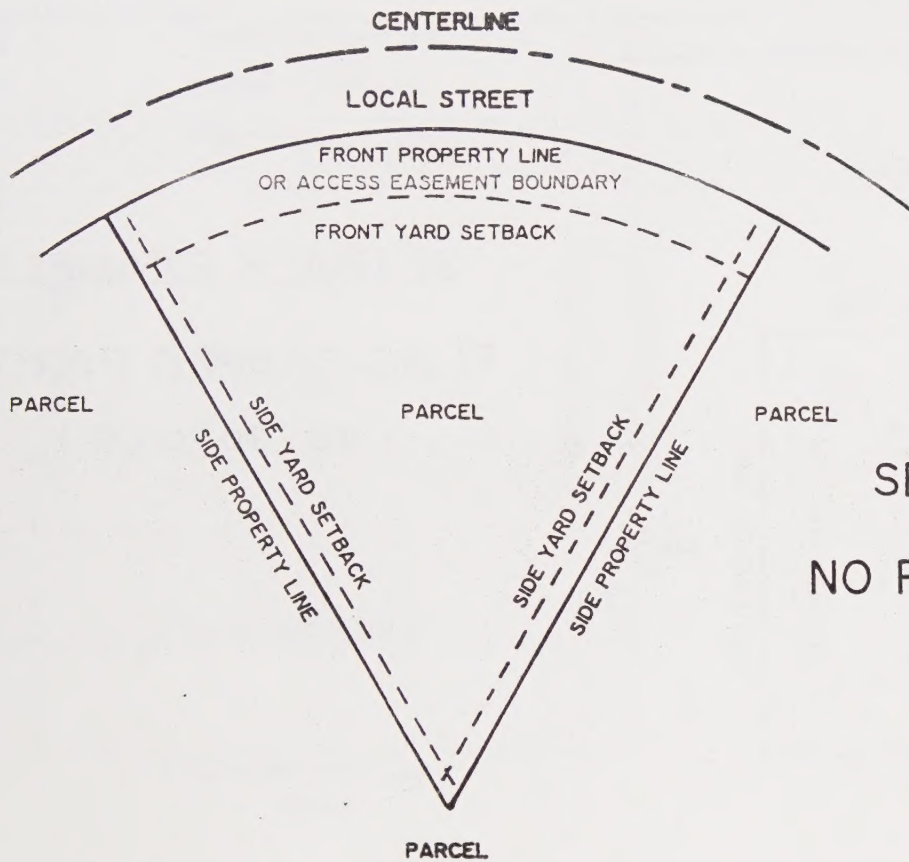
FLAG-SHAPED PARCEL

(NOT TO SCALE)

SETBACK EXAMPLE:

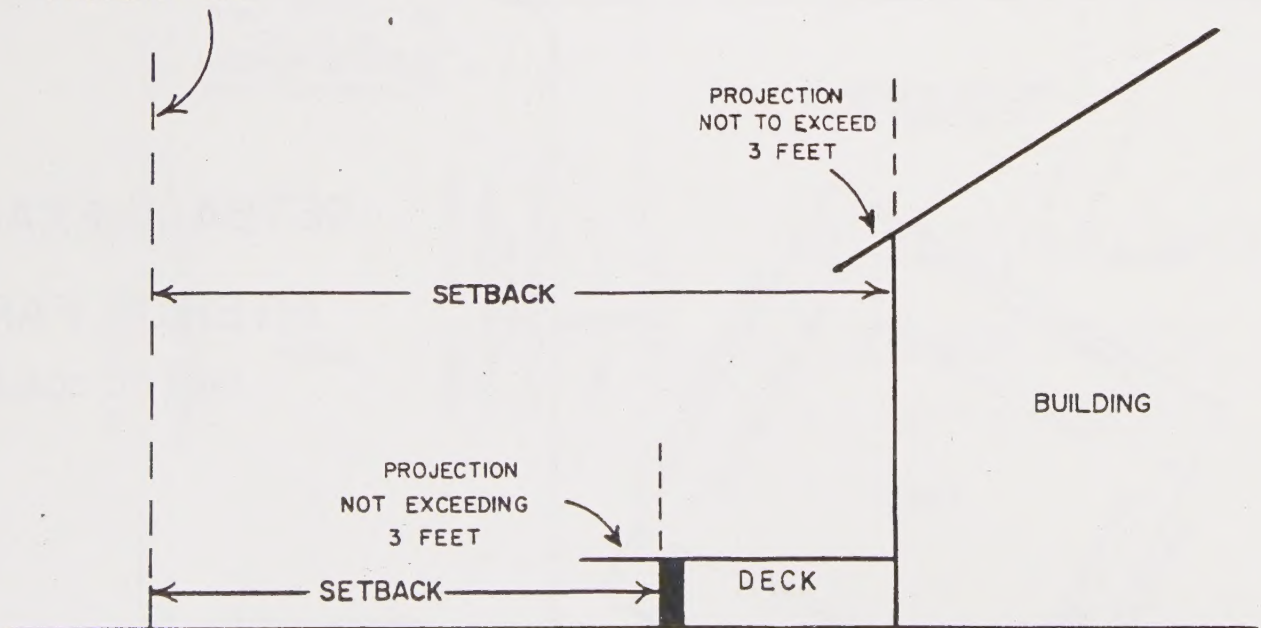
INTERIOR PARCEL

(NOT TO SCALE)



SETBACK EXAMPLE:  
NO REAR YARD SETBACK  
(NOT TO SCALE)

ACCESS EASEMENT  
BOUNDARY OR  
PROPERTY LINE



SETBACK

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